



**To:** ID Team Members

*M e m o r a n d u m*

**From:** Kevin Doyle, HDR Project Manager

**cc:** Edrie Vinson, FHWA; Dale Paulson KABATA/DOT&PF

**Date:** May 6, 2005

**Subject:** Draft Screening Criteria for Reasonable Alternatives

During scoping for the Knik Arm Crossing, the project team has been collecting comments on alternatives to consider in the environmental impact statement (EIS). Below is a summary of draft screening criteria the project team would like to employ to determine reasonable alternatives. These draft criteria will be explained during the scoping meeting on May 11.

**Transportation alternatives developed under NEPA must comply with:**

- 40 CFR §§ 1500-1508: Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act
- 23 CFR § 771: Federal Highway Administration regulations *Environmental Impact and Related Procedures*
- T.6640.8A: FHWA Technical Advisory, *Guidance for Preparing and Processing Environmental and Section 4(f) Documents*
- CEQ Regulation (Section 1502.14) requires that agencies preparing an EIS shall: *“rigorously explore and objectively evaluate all reasonable alternatives, and for alternatives which were eliminated from detailed study, briefly discuss the reasons for their having been eliminated”*.

**Draft Screening Criteria for Reasonable Alternatives**

**Draft Purpose and Need Criteria**

- Provides improved, regionally significant vehicular access and connectivity between the POA/Ship Creek industrial area and Port MacKenzie District.
- Is financially feasible (construction, life-cycle, and O&M).
- Provides efficient transportation infrastructure and connectivity to meet existing and projected population growth and economic development for the Upper Cook Inlet region.
- Provides a redundant transportation route for emergency response and evacuation.
- Provides efficient and direct surface transportation connectivity for freight and goods movement to, between, and distribution from the Strategic Port of Anchorage/Ship Creek industrial area and the Port MacKenzie District.
- Meets the intent of the Alaska Legislature to support the economic welfare of the State through development of the Upper Cook Inlet transportation systems.



### **Draft Technical Criteria**

- Has logical termini.
- Is feasible and practicable from an engineering perspective and minimizes construction risk.
- Is compliant with airspace restrictions and operations.
- Is compliant with federal, state, and local regulatory and permitting requirements.
- Is consistent with regional transportation plans and air quality conformity requirements.
- Allows for future rail crossing to the maximum extent practicable.
- Supports port operations and does not conflict with navigation.
- Does not conflict with military missions and operations.