

SCREENING CRITERIA

Purpose and Need Criteria

- Criterion P&N-1.** Would further the development of transportation systems in the Upper Cook Inlet region by providing improved vehicular access and surface transportation connectivity between Anchorage and the Mat-Su at the Port MacKenzie District.
- Criterion P&N-2.** Would be financially feasible, based upon the ability to finance a total estimated project cost not-to-exceed \$600 million, unless other yet to be identified funding sources become available.
- Criterion P&N-3.** Would be sustainable; projected travel demand would provide estimated debt service and cover operation and maintenance costs, unless other yet to be identified funding sources become available.
- Criterion P&N-4.** Would be efficient; defined as a measure of traffic operating conditions that occur when such factors as travel demand, effects on connecting transportation networks, facility length, travel time, and operating speed are collectively considered.
- Criterion P&N-5.** Would further regional transportation infrastructure to meet existing and projected population growth.
- Criterion P&N-6.** Would further regional transportation infrastructure in response to locally adopted economic development, land use, and transportation plans, and as directed by the Alaska State Legislature in Alaska Statutes chapter 19.75.
- Criterion P&N-7.** Would further regional transportation connectivity for the movement of people to, from, and distribution between Anchorage, the Mat-Su, and interior Alaska.
- Criterion P&N-8.** Would further regional transportation connectivity for the movement of freight and goods to, from, and distribution between Anchorage, the Mat-Su, and interior Alaska.
- Criterion P&N-9.** Would improve safety and provide transportation system redundancy for alternative travel routing and access for emergency response and evacuation.

Technical Criteria

- Criterion T-1.** Would connect to logical termini.
- Criterion T-2.** Would be technically feasible; construction would utilize proven construction methods and minimize construction risk.
- Criterion T-3.** Would be compliant with federal, state, and local regulatory and permitting requirements.
- Criterion T-4.** Would be compatible with addition of rail facilities in the future, to the maximum extent practicable.
- Criterion T-5.** Would support existing and proposed port operations.
- Criterion T-6.** Would meet the reasonable needs of navigation.
- Criterion T-7.** Would comply with airspace restrictions and operations.
- Criterion T-8.** Would not conflict with military missions or operations.