

Priority and Balance

A Conceptual Framework for National Project Prioritization

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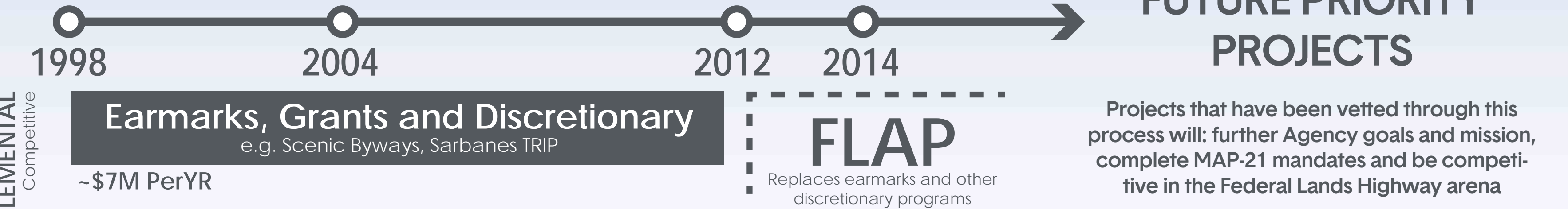
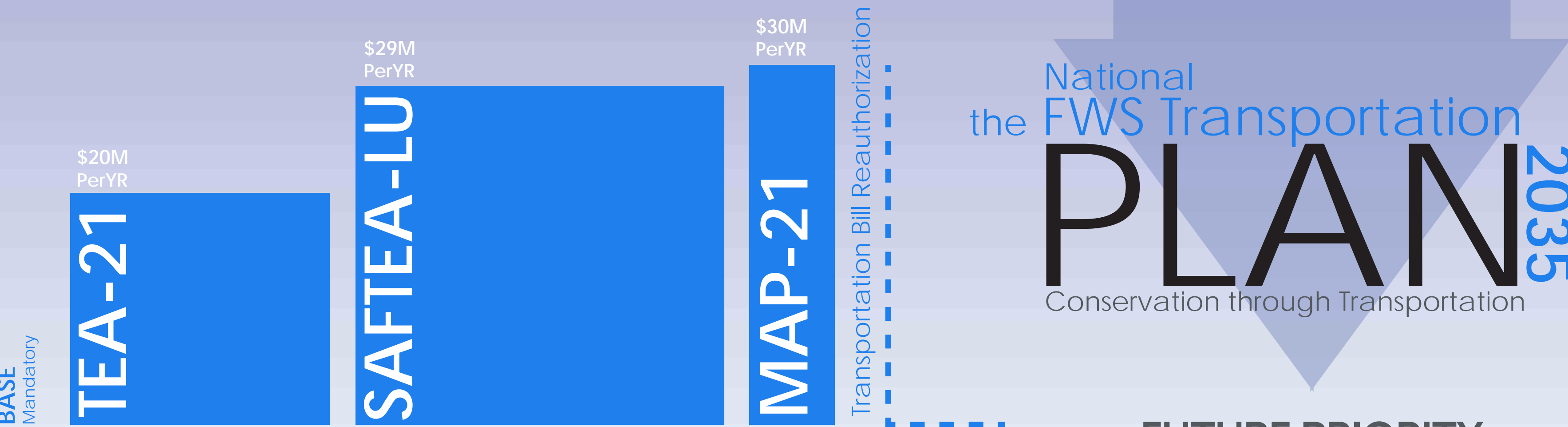
What is the Transportation Scholars Program?
The Public Lands and National Park Foundations' Transportation Scholars programs provide parks and public lands with transportation professionals for six to 12 months who assist in transportation planning and implementation to help parks and public lands reduce traffic, congestion and pollution while improving visitor experiences. These programs are designed to place individuals with substantial knowledge and expertise in transportation planning and related areas. See footer for a list of sponsors

BACKGROUND + PROJECT
Entering its 15th year as a core partner in the multi-agency Federal Lands Highway Program (FLHP) the US Fish and Wildlife Service has proven to be a dynamic and cooperative agency, consistently leading by example in the realms of data collection and analysis, planning and project delivery. With legislative uncertainty and shrinking budgets, the FWS must continue to innovate through its transportation program to accomplish Agency goals and mission, comply with Transportation Bill (MAP-21) mandates and effectively compete for transportation funding.

One such watershed innovation is PLAN 2035, the FWS Long Range Transportation Plan (LRTP) due to be published in the spring of 2014. The first document of its kind, PLAN 2035 will establish national level guidance for transportation program managers and coordinators in the realms of data collection and usage, general guidance on how to complete Agency goals through transportation projects and a criteria for national level project prioritization. A conceptual framework for this project prioritization is the subject of this presentation.

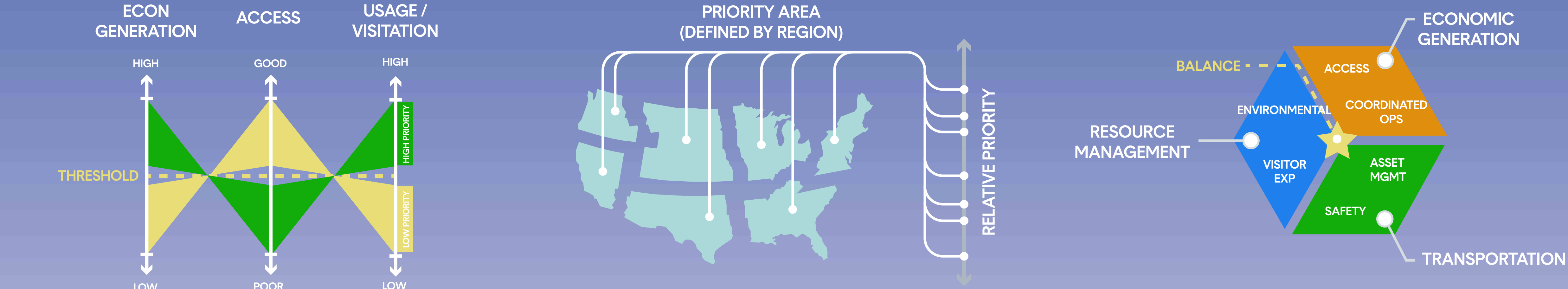
While regional chiefs will still select final work programs, this national level guidance will establish PRIORITY AND BALANCE by:

- 1) Highlighting projects that rise to the top, making project selection easier
- 2) Demonstrating to Federal Lands Highway and the public the rationale behind project selection
- 3) Making the FWS transportation program more competitive in the future of the FLHP



National
the FWS Transportation
PLAN 2035
Conservation through Transportation

FUTURE PRIORITY PROJECTS
Projects that have been vetted through this process will: further Agency goals and mission, complete MAP-21 mandates and be competitive in the Federal Lands Highway arena



Conceptual Methodology

Station level priority will be ascertained by determining relative:

- Economic Generation
- Access Levels
- Usage / Visitation

The transportation program will prioritize projects at stations (or units) that score well on these metrics. Regional or state benchmarks can be used as thresholds.

Data Inputs

IMPLAN - Economic Impacts
RATE - Regional Alternative Transport Access (Ongoing and Incomplete)
RAPP - Usage/Visitation

Conceptual Methodology

Regional leadership can develop 'priorities' based on the unique and specific conditions of that particular region. These priorities can be reviewed quarterly or yearly and can take the forms of:

- 1) General or broad-based Strategic Goal Areas from PLAN 2035
- AND/OR
- 2) Specific projects that regional leadership has identified as essential

Data Inputs

SAMMS - Transportation Asset Inventory
RIP - Roads (Ongoing and Incomplete)
NBI - Bridges
Tiering Process - Asset Priority (Ongoing and Incomplete)

Conceptual Methodology

MAP-21 stipulates that the FWS Transportation Program advances 3 mandates:

- Economic Generation
- Resource Management
- Transportation

PLAN 2035 also identifies 6 Strategic Goal Areas:

- Access
- Coordinated Opportunities
- Asset Management
- Safety
- Visitor Experience
- Environmental

A balanced 5 year program of projects will give equal treatment to all elements.

Data Inputs

Based on results from project description forms (In development)

