

Southeast: Mid Region Access Environmental Impact Statement

FY2007 Request: \$3,400,000
Reference No: 40354

AP/AL: Allocation

Project Type: Planning

Category: Transportation

Location: Southeast Alaska

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Estimated Project Dates: 07/01/2006 - 06/30/2011

Appropriation: Congressional Earmarks

Brief Summary and Statement of Need:

Prepare an Environmental impact Statement (EIS): Study the Bradfield and Stikine River corridors to choose a preferred transportation alternative to tie Southeast Alaska to the continental highway system via highway and shuttle ferry combinations between Wrangell and Petersburg and the Cassiar Highway (#37) in Canada. This project contributes to the Department's Mission by reducing injuries, fatalities and property damage and by improving the mobility of people and goods.

Funding:	<u>FY2007</u>	<u>FY2008</u>	<u>FY2009</u>	<u>FY2010</u>	<u>FY2011</u>	<u>FY2012</u>	<u>Total</u>
Fed Rcpts	\$3,400,000						\$3,400,000
Total:	\$3,400,000	\$0	\$0	\$0	\$0	\$0	\$3,400,000

<input checked="" type="checkbox"/> State Match Required	<input checked="" type="checkbox"/> One-Time Project	<input type="checkbox"/> Phased - new	<input type="checkbox"/> Phased - underway	<input type="checkbox"/> On-Going
9% = Minimum State Match % Required		<input type="checkbox"/> Amendment	<input type="checkbox"/> Mental Health Bill	

Operating & Maintenance Costs:

	<u>Amount</u>	<u>Staff</u>
Project Development:	0	0
Ongoing Operating:	0	0
One-Time Startup:	0	0
Totals:	0	0

Additional Information / Prior Funding History:

FY2005 - \$2,000,000 Supplemental. SAFETEA-LU Earmark

Project Description/Justification:

Preparation of an Environmental Impact Statement (EIS), as required by law before federal-aid funds can be used for construction of this new transportation link. Currently, there is no surface connection across the Coast Range that links central panhandle communities and the Inside Passage to the continental highway system. Either natural corridor (Bradfield or Stikine) could be traversed to provide such a connection, which would provide a direct link for travelers, freight, resource shipments and seafood products to move to and from Alaska by vehicle.

Both establishing a mid-region link to Southeast Alaska and connecting Petersburg and Wrangell support the Department's mission of improving the mobility of people and goods. Without this connection, economic opportunities are lost to the state and its residents. Shipping seafood products to market via this new route would extend benefits to Wrangell and Petersburg as well as to Prince of Wales Island and other locations where fishery products are landed.