

Appendix A:

2016 Federal Land Access Program Application

2016 Alaska Federal Lands Access Program

Project Proposal

(Use this form for Road, Trail, Enhancements, Safety, and Planning Projects)

(To be completed by the State/Local Agency/Local/Tribal Government with a joint signature from the appropriate Federal Land Manager)

Application Checklist:

- ☐ Must be signed by the Federal Land Management Agency at the appropriate level:
 - Forest Service Forest Supervisor
 - BLM Field Manager
 - NPS Park Superintendent
 - FWS Refuge Manager
- ☐ Must be signed by the AKDOT or Local Agency with title or maintenance responsibility for the facility at the appropriate level:
 - Local Agencies should be signed by Mayor
 - AKDOT signature by Regional Director
- ☐ Match source has been informed and discussed with the appropriate agency, that match is pledged for this project. A letter pledging match is appropriate.
- ☐ Application must be received by Western Federal Lands by date due of May 16, 2016.
- ☐ Application must have a map showing project location relative to the Federal Land Management Agency boundary.
- ☐ A response to each of the evaluation criteria is highly recommended even if the answer is related to project information previously noted in the application. Not applicable is an acceptable response if appropriate. Include an answer to evaluation factor 10 if applicable.
- ☐ Project is likely limited to \$2.0 million or under of construction funding and would need \$180,600 of matching funding for \$2.0 million of Access Program funds. Match funding can be cash or from other sources. Efforts before the project is selected and has a signed match agreement will not be counted as match.

Project Name:	Shotgun Cove Road Extension
Route Name/ Number:	<i>Asset number or general route number and local name of the transportation facility</i> Shotgun Cove Road
State/Local Government Applicant	<i>Entity applying for the proposed project</i> City of Whittier Alaska
Name and Ownership of Federal Land(s) Accessed by Project:	<i>Unit of the Bureau of Land Management, National Park Service, Fish and Wildlife, Forest Service or US Army Corps of Engineers.</i> US Forest Service (Chugach National Forest)
Ownership of the Transportation Facility:	<i>Who owns the transportation facilities?</i> City of Whittier Alaska
Entity responsible for maintenance:	<i>Who has the maintenance responsibility for the transportation facility? The question of maintenance responsibility is related to the eligibility language in MAP-21 for a Federal Lands Access route.</i> City of Whittier Alaska

Contact Name, address, phone, and email		Name: Scott Korb Address: PO Box 608, Whittier, AK 99693 Phone: 907-472-2327 Email: pw@whittieralaska.gov				
Type of project proposed:		<input type="checkbox"/> Planning or Research <input type="checkbox"/> Design <input checked="" type="checkbox"/> Construction (road construction, reconstruction, rehabilitation) <input type="checkbox"/> Enhancement (Enhancement to a transportation facility: wayside, kiosk, restroom) <input type="checkbox"/> Alternative Transportation <input type="checkbox"/> Safety <input type="checkbox"/> Trail <input type="checkbox"/> Intelligent Transportation System				
Project Termini (location)		Mile Posts	Latitude	Longitude	Project Length (miles)	2.5
	Begin	2.0	60.786761	-148.625373		
	End	4.5	60.803399	-148.564272		
Estimated Total Project Costs			\$ 17,000,000			
Funds Requested from Federal Lands Access Program			\$ 2,000,000			
Required Match			\$ 180,600	From:	State of Alaska, DOT&PF	

Functional Classification of the roadway: (Show official designations of route.)

() National Highway System () Arterial () Major Collector () Minor Collector () Local Road

Traffic Volumes	Current		20 year Projections	Basis for projections? (e.g. Transportation plan, population growth rate...)	
	Actual Counts	Estimated			
Average Daily Traffic (ADT) on Highway					
Seasonal Average Daily Traffic (peak season) (SADT) on Highway					
Other Traffic Data:					
NBI Structure Number	Dimensions (Overall Length x Width)	No. of Spans	Bridge Type	NBIS Sufficiency Rating (1-100)	

Problem Statement: What purpose does this roadway serve? What is the need for this project? Who will this project serve (such as skiers, communities, hikers...)? What are the conditions requiring relief? Describe the consequences if these conditions are not addressed. Describe physical and functional deficiencies, anticipated changes in road use, safety problems, capacity issues, structural bridge deficiencies, pavement condition, etc.

- Two primary purposes of this project are 1) to increase resource access and 2) to improve regional transportation systems
- There is a specific need to increase the number of access points to Passage Canal. Currently all access to the Canal is concentrated around the City of Whittier including casual, recreational, sport, subsistence, commercial and public transportation users. Briefly stated, without the proposed roadway, physical limitations confine the community of Whittier to zero economic growth by restricting its ability to capitalize on tangible recreational, subsistence, commercial and industrial opportunities.
- The label 'Gateway to Prince William Sound' is well deserved with the passage of 20,000 Alaska Marine Highway passengers, 150,000 cruise ship passengers and 240,000 vehicles with 518,000 passengers though the Anton Anderson tunnel all within Whittier's 1.8 miles of shoreline. There are about 12,000 small boat launches annually and the Alaska railroad carries 75,000 passengers. Visitors come to take scenic tours by ship, hiking and by small water craft. Others fish commercially, for sport or for subsistence. Subsistence and sport hunters have bear and deer available. Types of recreational activities are seasonal and there are opportunities year round with snowshoeing, skiing and snowmobiling being winter favorites. In addition, rail and truck freight moves in and out of Alaska via the two barge lines that berth here. Approximately 35% of South Central Alaska's freight is moved through the Port of Whittier along with 90% of South Central Alaska's hazardous freight (Prince William Sound Economic Development Commission 2010 report).
- This roadway project spreads access loading along more of the Passage Canal shoreline reducing traffic at the existing Whittier Harbor. Initially, small and personal watercraft will launch and retrieve at more remote sites along the road relieving congestion and reducing the risks associated with interaction between very small craft and the cruise, ferry and freight vessels. Lines at the Whittier boat launch are quite long on certain days with operators spending much of their recreational time waiting in line their turn to launch. Future development along the route will ease more of the larger vessel bottleneck currently experienced. Located at the launch facility intersection is a ferry terminal entrance for the Alaska Marine Highway

System, an Alaska Railroad freight gate, a truck terminal belonging to Alaska Marine Lines (AML), a State Highway, the launch ramp itself, a private kayak launch facility, the Harbor Front Parking Lot and entrance to the Harbor Business District. The delays resulting from this congestion translate into measurable economic impacts to the people and businesses of Whittier, Interstate commerce and state tourism.

5. Passage Canal is a terminal fishery for Chinook, Coho, Sockeye and Pink salmon. Additionally halibut, rockfish and lingcod are plentiful here during season. Some of these fisheries are in the vicinity of Trinity Point at the mouth of the Canal however with the wind conditions that persist only the larger vessels can venture out many days. The routing of this roadway insures access to these areas via small craft by providing very short traverse distances.

It should be noted that all of the above described activity happens in a town with just 200 fulltime residents. Those residents are responsible for keeping the infrastructure intact and fully operational all year while the crowds come and go. This project is meant to ease the burden on these few people by providing space to expand the essential services and improving quality of life on a year-round basis.

Description of proposed work: Describe the overall design concept, any unusual design elements, design standards, and any work affecting structures (bridges and major culverts). Include widths, surfacing type, earthwork needs or roadside safety features. Include optimum year work should be done and year work needs to be done no later than.

1. The project proposes constructing a new extension to an existing 2.0 mile long route within the City limits of Whittier. The section of roadway included in this request is 2.5 miles in length with a gravel surface 25 feet wide. There are no major creek crossings and no marine impacts. The route follows a natural bench most of the way and wetland impacts have been identified in location but have not been precisely delineated.

Description of work on this project that has been completed to date: Describe which elements of the project proposed have been completed to date.

1. The first 2 miles of the 4.5 miles are in the construction phase. The contractor has completed 1.5 miles and has begun work this construction season. Completion of the current contracted work is scheduled for August 2016. Access points to Passage Canal gained by constructing this first section include Cove Creek, Lou Young Park and Second Salmon Run.

Right-of-Way, Permitting, NEPA Compliance: Describe the project's potential need for of right-of-way, possible permitting required, and the level of NEPA compliance either completed or needed.

1. The City of Whittier owns all property included in the project limits of construction. No additional acquisition is planned. Permitting, NEPA work and design have yet to be completed.

Utilities: Identify utilities in the roadway corridor. Would relocation be needed? Would relocation require reimbursement to the utility owner? What is the estimated cost of reimbursement?

1. No utilities are currently located within the project limits. Provision is being made for routing of utilities
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along the corridor to facilitate development at a future date.

Project is identified within the following (Check all that apply and show plan name):

- ☐ System Transportation Plan:
- ☒ Land Management Plan:
- ☐ Regional Transportation Plan:
- ☒ Local Agency Transportation System Plan:
- ☐ Tribal Transportation Plan:
- ☒ Other Transportation Plan:

1. Project is identified in the Local Agency Transportation Plans labeled the 2005, 2008 and 2012 Comprehensive Plans, The Whittier Land Use Plan and the Capital Projects Priority List. The State of Alaska's Department of Transportation and Public Facilities has included the project in past direct appropriation funding providing \$5 million to date. US Federal Lands has provided \$14,281,429.77 in various grants. The US Forest Service identifies the route terminus at Trinity Point as being a preferred location of recreational development.

Describe any other environmental or social issues that should be considered that are within the project area: Is the route included in an area receiving special management considerations for water quality, wildlife security, connectivity?

1. The project area is not part of any area receiving special management consideration other than the affected wetlands

Describe the range of attitudes, both support and opposition, that this proposed project will receive from organizations, the public and cooperating agency: State the basis for this supposition and include coordination efforts and public involvement efforts completed to date.

1. The consensus of the local population is that the project will enhance the quality of life for those living in the Whittier area and is looked on favorably overall. They see additional subsistence opportunities and it encourages tourists to visit bringing outside dollars to the local economy. The basis for this supposition is the fact that it is repeatedly included in the City's Capital Projects Priority list and is discussed regularly during Whittier's City Council meetings.
 2. Chugach Native Corp
 - a. Access to tribal Lands
 - b. Resource Development
 - c. Business Opportunities
 - d. Recreation / subsistence for share holders
 - e. Cultural preservation
 3. US Forest Service
 - a. Access to their lands for use
 - b. Interpretive Center at Emerald Point
 - c. Recreational area at Trinity Point
 4. State of Alaska
 - a. Potential relocation of the Alaska Marine Highway Ferry Terminal
 - i. Fewer aborted dockages
 - a. Less impacts to the riders and freight
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- ii. Less traffic congestions and user group conflicts
 - b. Relocation of the Airport
 - i. Improved safety of landing strip
 - ii. Accommodation of larger aircraft.
 - c. Anton Memorial Tunnel
 - i. Increased usage
5. City of Whittier
- a. Increased boating and vehicular safety
 - b. Reduced congestion around the City's boat ramp
 - c. Increase in real property tax base
 - d. Added recreation opportunities

The lead agency for project delivery will be WFLHD. If any other lead Agency is recommended by the project proponent then indicate below which agency and provide rationale for recommendation. Include previous experience in delivering FHWA funded projects, any certifications to deliver FHWA funded projects, and ability to satisfy FHWA project delivery requirements:

Total Project Budget: Fill-in estimates for appropriate items. Please attach an itemized budget or cost estimate sheet to the application

Item		Total
Planning		\$ 1,250,000
Compliance		\$ 750,000
Permitting		\$ 625,000
Design and Preliminary Work (Pre-construction)		\$ 1,875,000
Construction (including mobilization, contingency, and construction management)		\$ 12,500,000
Right of Way		\$ 0
Other:		\$
Other:		\$
Other:		\$
Other:		\$
Other:		\$
Other:		\$
TOTAL ESTIMATED PROJECT COST		<u>\$ 17,000,000</u>

Required Local Contribution to Project: (Describe the financial plan to provide the required 9.03% match for the project? Example match sources include State funds, local funds, Federal Lands Transportation Program, in-kind services, and right of way acquired.)

The 9.03% (\$180,600) will be provided by the City of Whittier via the in-kind contribution of the right-of-way for the project.

Long Term Maintenance for the Project: (maintenance responsibility for the design life of the facility.)

The City of Whittier will provide long term maintenance for the project.

Other contributions to the project: (Describe any additional contributions secured or being sought to implement the project proposal.)

Summarize the other funding to the project:

Other Funding Contributions to Project:	\$	From:	
Other Funding Contributions to Project:	\$	From:	
Other Funding Contributions to Project:	\$	From:	

Schedule for Project Development: Provide a project schedule if available. If not available please describe the current state of planning, permitting, compliance and design. Provide the expected completion dates for NEPA and design. Describe when construction would be expected to start.

How does the project relate to the following evaluation criteria?

Please provide information about how the project relates to each for the applicable criteria. Questions are provided as a guide to the response. This space will automatically expand to hold the words you type. The ranking team will appreciate concise responses addressing the ranking factor.

1. Development, utilization, protection, and administration of the Federal Lands and their recreation and resources.

Describe improvements for access to High-use Federal recreation site or Federal economic generator and its' recreation, renewable or subsistence resources associated with Federal Lands. Describe the recreation or resource utilized if the project is implemented. Forecast the effect expected from changes in access, development, restoration, utilization, protection and/or administration to the extent you are able.

Factor 1 response:

Description of improvements:

Improvements are primarily focused in two areas. First is the overland link itself that opens access to resources along its route enhancing recreation, subsistence prospects, sustainability and commercial opportunities. Second is the easing of congestion at the intermodal facilities within the confines of the existing usable land area in Whittier.

The forecasted effects are as follows:

1. Recreational enhancements will include vehicular access to new land-based sites that support hiking, birding, climbing, camping and wildlife observation during the summer months and skiing (Alpine, Nordic), snowboarding, snowshoeing and snow machining during the winter. Access to marine-based activities will provide whale and orca watching from Trinity Point, sea mammal and shore bird watching, kayak and small boat usage and diving.
 2. Subsistence support is enhanced by offering easier access to deep water fisheries, hunting lands for deer and bear and camping access to economize each harvest visit.
 3. Sustainability is enhanced with the hydroelectric potential at the water outlets along the roadway route. Melting snow hundreds of feet up the slopes offer good flows for capturing this resource. Residential development is another element of sustainability as it offers residents of Whittier the ability to venture out of the only two housing structures in the area. It is expected that the community would expand out toward Trinity Point providing a basis for expansion of the whole infrastructure in support.
 4. Commercial enhancements will include areas provided and zoned for business activity, industrial development of intermodal facilities and the many marine related enterprises that crop up around water access facilities. Resource extraction has potential and Chugach Corporation lands become more accessible as well.
 5. Congestion at the Port of Whittier will see relief as visitors and residents alike shift attention out along the route. Whittier small boat traffic in particular may see an overall increase in activity when it becomes easier to launch and retrieve vessels away from the large ship facilities. Roadway traffic transporting small boats to new
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access points along the proposed route are diverted away from the main Port approach which alleviates street congestion as well.

2. Enhancement of economic development at the local, regional or national level including tourism and recreational travel.

Identify the long term economic opportunities associated with the project. Also describe the scope of the economic development benefits. Industries to consider are tourism, recreation, logging, forest products, fisheries, mining, energy and transportation. Describe how the proposed improvements enable, support and sustain long term economic health of the community, region and the State. NOTE that the ranking team will not consider the short term effects of implementing the project, i.e. construction employment in the raking of the project.

Factor 2 response:

Long term economic opportunities:

Tourism stands to gain for several reasons. The project offers increased accessibility for viewing of glaciers, sea life, marine and land mammals, birds. It provides small boat access to salmon and deep water fish. It opens hunting areas to vehicular traffic. Tour guides and outfitters will be able offer better parking, staging and retail amenities.

Chugach Native Corp gains access to tribal Lands for resource development and other business opportunities.

The State of Alaska would realize increased usage of the Anton Memorial Tunnel

The City of Whittier would realize an increase in real property tax base

Sustainment of economic health:

Housing limits opportunity for growth. 90% of accessible property in Whittier is owned by the Alaska Railroad, the AK DOT&PF or federal agencies. Two structures house all 200 year round residents of the local community and 1000 summer transient workers. These two residential facilities are located in commercial or industrial settings. Terrain is mountain sloping to the shoreline with limited level ground available for construction. Further development of any kind, residential, commercial or industrial, are not possible within the current footprint of the City's accessible area. Former military facilities contributed to contamination of remaining properties. This roadway makes available lands that offer housing alternatives.

Day-trippers from ANC stack up at the municipal boat launch often with wait times over an hour. Summer tours involve travel through Whittier by rail, bus and car to access cruise ships. Ferry service connects the Kenai Peninsula, South Central to Seattle and ANC to Cordova and Valdez through the harbor at Whittier. Kayak and small boat traffic interact with and often complicate the movement of heavy sea-going vessels. Separating the 12,000 annual watercraft launches by type makes the experience much more enjoyable for the participants. It would have the potential to draw additional users as a result.

The multi-modal aspect of the project aids tourism via the passage of train, automobile and bus patrons onto cruise ships for viewing Prince William Sound. Kayak tours connect vehicular-borne patrons with personal watercraft. Sport and subsistence fishing and hunting users access lands and fisheries around Passage Canal and Shotgun Cove. Commercial fishing vessels access the fisheries across Prince William Sound and return much of the product to Whittier for processing. Ocean-going vessels move freight in and out of Alaska through the rail and truck terminals of Whittier. Alaska Marine Highway operates a segment of the Prince William Sound Ferry system through Whittier.

3a. Improvement to continuity of the existing transportation network serving the local community and region, which are economically dependent upon the network.

Capacity/demand are considerations in evaluation of this criterion.

How does existing demand compare to the capacity of the current facility? Is the need identified in a local, regional or State transportation plan for the Federal Land Management Agency plan? Identify how the community or communities are economically dependent on the network, and the elements that comprise that economy (e.g. fishery, timber, mining, hydro, tourism, etc.). How will the proposed project provide improvements to the existing transportation network and support the community's economic goals/needs, cost of living or economic plan?

Factor 3a response:

A vast wealth of regional resources remains untapped due to the lack of means to access them. Additionally, the community of Whittier is crowded to the point of zero economic growth. The routes that bring tourists, freight and commercial enterprises through Whittier are established but market limits are the results of the inability to physically expand.

3b. Address a gap in the transportation network serving communities, which are economically dependent upon the network. Local and Region long term transportation needs are considerations in evaluation of this criterion.

Are there gaps or missing links in the transportation system that the proposed project will address? Is the need identified in a local, regional or State transportation plan for the Federal Land Management Agency plan? What other practical routes or alternatives are available? Identify how the community or communities are economically dependent on the network benefit from the added continuity to the transportation network and support the community's economic goals/needs, cost of living or economic plan?

Factor 3b response:

City of Whittier's most recent comprehensive plan, the City's annual capital projects priority list and AK DOT&PF appropriations plan all identify the gap that currently exists. This project fits in the region's overall transportation plan by addressing the limits placed on the area as a result of the gap.

Weather prevents small boats from safely sailing very far out along Passage Canal. Most users cannot justify investment into larger vessels for casual or recreational purposes so they elect not to reach out to the region's resources that are both abundant and of high quality.

Trails will open to provide access by foot to Forest Service lands including remote areas of the Chugach National Forest. Road access to land for residential homes and cabins make living in Whittier more attractive and resident retention can be increased. Increase of winter recreation opportunities will allow local business to operate longer than just the summer tourist season. Increased access to uplands and shoreline of Passage Canal / Prince William Sound provide local community users more hunting and fishing options.

4. Mobility: Provide users with efficient, affordable, and agency-appropriate access to and through Federal lands. Includes accessibility changes to meet ADA/ABA regulations

Describe access improvements or improved accessibility in terms of the user travel opportunity: user cost, speed, capacity, reliability, convenience, and service frequency.

Factor 4 response:

Lines of users launching and retrieving boats at the ramp cost hours of wait time which takes away from the weekend recreational experience. Moving personal craft out of the harbor is just the first step in reducing traffic around the harbor. Additional congestion is to be diverted by adding marine access and related services near Trinity Point at the roadway terminus. This would enable larger vessels to split loading over more than one location.

5. Safety: Transportation infrastructure will provide safe access for the public to and within Alaska's Federal lands.

Describe the improvements to user safety by reducing hazardous features that have a history of accidents. Describe the range of users that are affected by the safety improvement. Also describe how the proposed project relates to any education and enforcement opportunities to improve safety. Safety projects could include but are not limited to traffic control signalization, maintaining minimum levels of retro reflectivity of highway signs or pavement markings, traffic circles (also known as "roundabouts"), safety rest areas, pavement marking, shoulder and centerline rumble strips and stripes, commuter carpooling and vanpooling, rail-highway crossing closure, or installation of traffic signs, traffic lights, guardrails, impact attenuators, concrete barrier end treatments, breakaway utility poles, or priority control systems for emergency vehicles or transit vehicles at signalized intersections.

Factor 5 response:

There are few incidents of accidents but with small boat users operating in close proximity to large ocean-going vessels the risk is quite large. Separation of the vessel types will go a long way to reduce that risk.

6. Asset investment planning: Consider sustainability of operation and maintenance of new and existing multimodal assets.

Describe the condition of the multi-modal assets including transportation facility surface, bridge structures and safety problems connected to the existing transportation system addressed by the proposed project. Do the state or local agency pavement, bridge and/or safety management systems recommend the proposed improvements? Describe how the project addresses the existing road, bridge, trail, parking, or alternative transportation system conditions and any system management recommendations. If bridge structures have deficiencies, include bridge number, condition rating, and the most recent bridge inspection report. Describe the tradeoffs between cost of maintaining the existing assets and investments in new assets.

Factor 6 response:

Condition of multi-modal assets and safety problems addressed by project: Overall the Whittier small boat harbor, freight and ferry terminals are in good shape. The drawback to the current assets as they are now is the bottleneck caused by the sheer number of users and the varied types of vessels and vehicles that pass through the port area.

Is there State or local agency recommendation of the project? : xxx

How does project address system conditions and system management recommendations? : The project relieves overuse of existing transportation system assets by adding multi-modal points along the proposed roadway. The City of Whittier manages the small boat harbor, boat launch and travel lift and presses the importance of spreading out the loading to make the visitor's experience safer and more enjoyable.

Bridge deficiencies: There are no known bridge deficiencies within the project area. The only bridge was constructed in 2009 and is in new condition.

Tradeoffs between maintaining existing or constructing new assets: Maintaining the existing assets is an ongoing

task that cannot take the place of adding new assets however expanding the existing assets is not possible given the physical limitations of available land area.

7. Environment: Protect and enhance natural and cultural resources through comprehensive transportation planning and management.

Describe how the proposed project implements the goals and objectives of the Federal Land Management Agency's (FLMA's) plans at the appropriate ecosystem scale (explain the indirect effects on the regional area). Explain how the project ensures protection of open water, wetlands, and aquifers across Federal lands. Explain how the project maintains or improves air quality. How does the project affect wildlife habitat by avoiding, minimizing, or mitigating transportation related impacts? Explain how the project avoids or minimizes negative impacts to culturally significant human settlements, subsistence areas, cultural landscapes, and historic and archaeological sites.

Factor 7 response:

Design and construction of the project will follow current environmental regulations as specified by the various responsible agencies.

Disruption to wildlife habitat will be as low as possible during construction, operation and maintenance of the facility. The purpose of the project is to access Alaska's natural resources and sustainment of those resources is what will make the project worthwhile in the long run.

Care will be taken to recognize sites that may have special value. At this time there are no known sites of particular cultural, subsistence or historic value.

8. Partnerships. Describe the non Federal Land Access Program capital contributions for planning, scoping, design, right-of-way, and construction. What percentage of the proposed project total cost will be funded through means other than the Federal Lands Access Program? Identify the contributing partners' type of contribution, amount, and when those funds will be available. What other contributions (in-kind, donating materials, etc.)

Factor 8 response:

About 12% of the project is expected to be funded with Federal Lands Access Program capital. The remaining 88% will come from local, State and Federal agencies. The Alaska Department of Transportation and Public Facilities continues to be a contributor to the project. Additionally the US Department of Fish and Game and the US Forest Service have an interest in seeing this project move forward. The Chugach Corporation is a stakeholder in the project as it provides access to native lands.

The City of Whittier has delineated the right-of-way for the project and contributes maintenance for the sections of roadway as they come online.

9. Intrinsic Qualities. Describe any qualities that are applicable to the proposed project:

- a. Special or unusual scenic attributes,
- b. historic resources such as National Register,
- c. cultural or archaeological significance beyond the ordinary,
- d. recreational potential to provide special services
- e. Natural setting or factors that are unusual and of special interest.

Factor 9 response:

Because of the unique location of Trinity Point there is much interest in making it available for recreational use. Viewing the Aurora Borealis, watching whales and orcas and glacier viewing are a few notable attributes. Vehicular access puts the beauty of this remote site within reach of special-needs individuals who otherwise would not have the opportunity. Once the roadway is in place the natural setting is available for enjoyment by people with a variety of physical disabilities.

There are no known cultural or historic resources associated with the project area but care will be taken to recognize such sites.

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- 10. Other Factors. For items not already listed above in responses to factors 1 through 9...**Does the project exhibit significant innovation, creativity, of some other element not included in any of the factors above? This factor is not intended to score points for every project and not intended to score points for items listed above in Factors 1 through 9.
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Factor 10 response:

Other Remarks:

JOINT ENDORSEMENT- This project is supported and endorsed by:

(add agency endorsements as needed)

By signing this application the Federal Land Agency and Agency with Title or Maintenance Responsibility are agreeing the project has Access to Federal Lands and that there is interest in a possible project. Application must be signed by the Federal Land Management Agency appropriate level (Forest Service Forest Supervisor, BLM Field Manager, NPS Park Superintendent, FWS Refuge Manager) and AKDOT Region Director:

Agency	Contact	Phone	Email Address
Alaska Department of Transportation	David Miller Northern Region Director	(907) 451-2211	david.miller@alaska.gov
Alaska Department of Transportation	David Kemp, P.E. Central Region Director	(907) 269-0780	david.kemp@alaska.gov
Alaska Department of Transportation	Mike Coffey Southeast Region Director	(907) 465-1763	mike.coffey@alaska.gov
US Forest Service	Terri Marceron Forest Supervisor Chugach National Forest	(907) 743-9500	tmarceron@fs.fed.us
US Forest Service	Earl Stewart, Forest Supervisor Tongass National Forest	(907) 228-6281	estewart@fs.fed.us
National Park Service	Coordinate with Paul Schrooten	(907) 644-3388	paul_schrooten@nps.gov
Bureau of Land Management	Coordinate with Randy Goodwin	(907) 474-2369	rgoodwin@blm.gov
US Fish & Wildlife Service	Coordinate with Charles Grant	(907) 786-3506	charles_grant@fws.gov
US Army Corp of Engineers	Coordinate with Tim Feavel	(907) 488-2748	tim.a.feavel@usace.army.mil

Local Agencies should be signed by Mayor

Local Agencies should be signed by Mayor

Federal Land Agency(ies):	USFS	Agency with Title or Maintenance Responsibility:	City of Whittier, Alaska
Federal Land Manager Name:	Terri Marceron Forest Supervisor	Authorized Agency Official:	Title: Mayor Daniel Blair
Signature:	<i>Terri Marceron</i>	Signature:	<i>Daniel Blair</i>
Date:	5/16/2016	Date:	13 May 2016
E-Mail:	tmarceron@fs.fed.us	E-Mail:	mayor@whittieralaska.gov
Telephone:	907-743-9525	Telephone:	907-72-2327
Point of Contact:	Griff Berg	Point of Contact:	MARK LYNCH
Title:	Forest Engineer	Title:	CITY MANAGER
E-mail:	907-743-9442 S	E-mail:	citymanager@whittieralaska.gov
Telephone:	ggberg@fs.fed.us R	Telephone:	907-472-2327

Provide a high quality map clearly showing the project location and project termini and the boundary of the nearby Federal Lands.

The best available data should be used in completing the project proposal form. Photos should also be included that support the proposal.

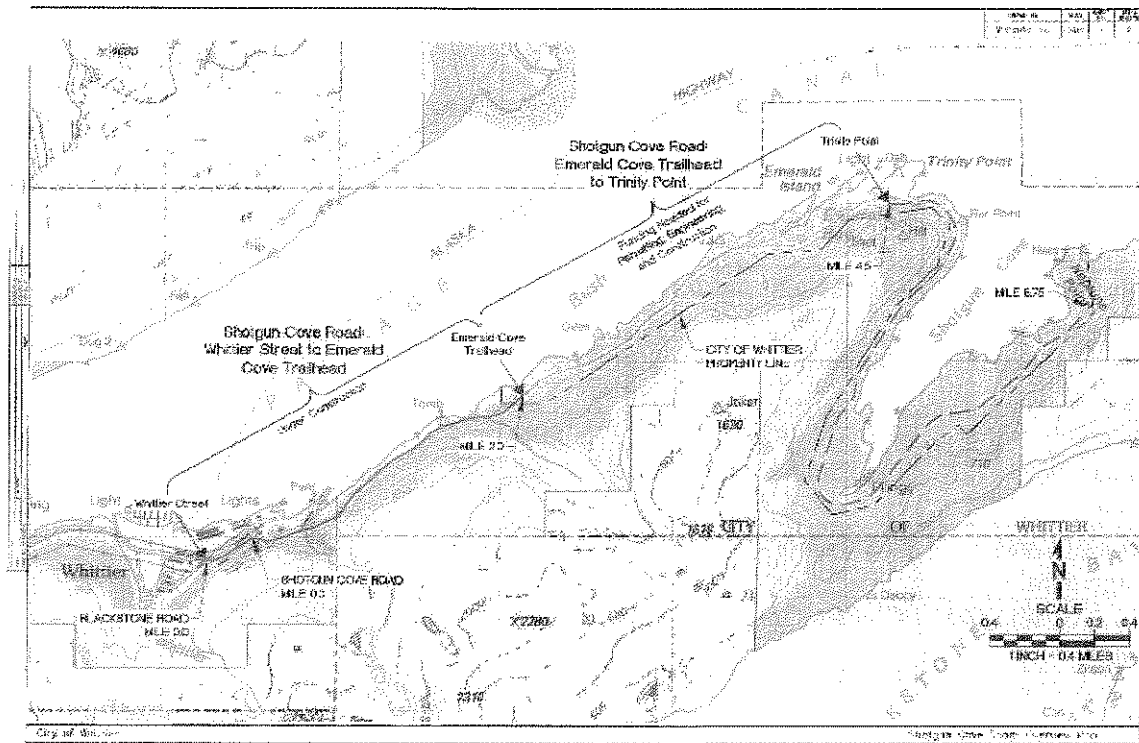
The proposal must be received by May 16, 2016. The total file size for the proposal form (including maps, photos and letters) should not exceed 10 megabytes.

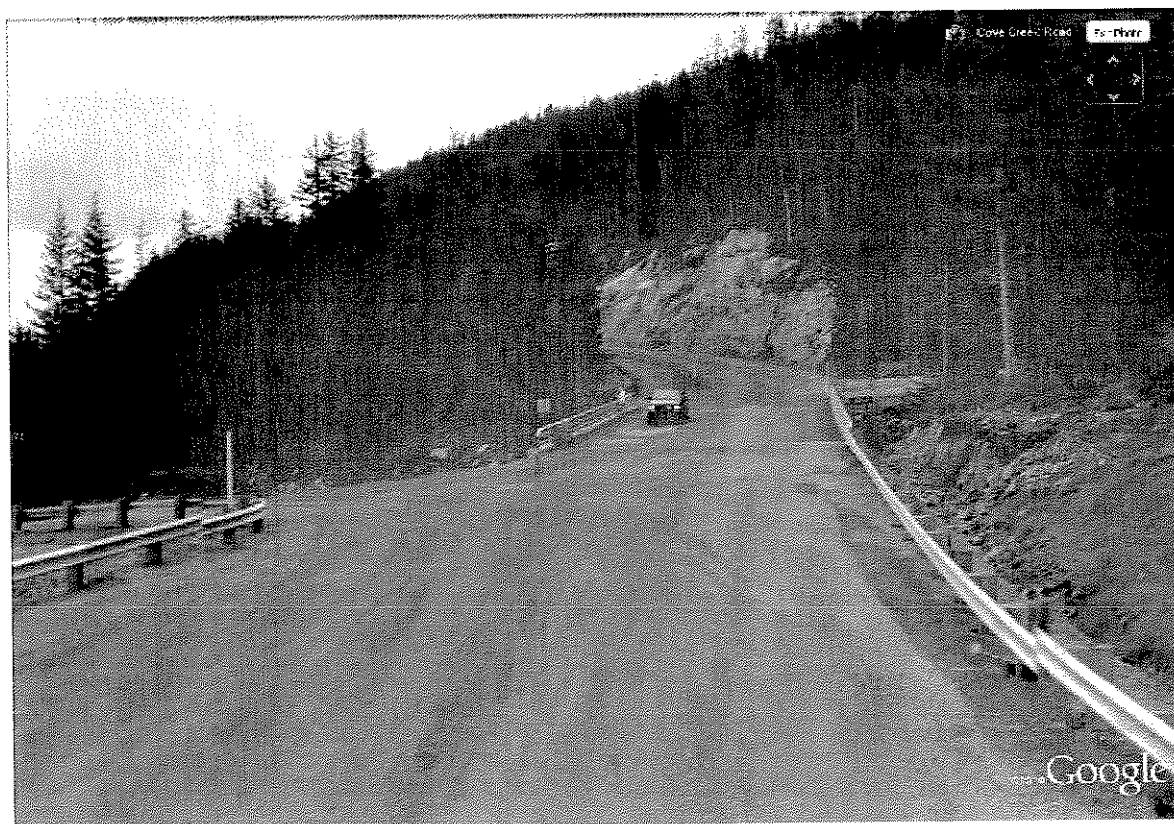
Should you have any questions, please contact Corrie Veenstra or the Federal Lands Access Program coordinator for your agency:

Email the completed proposal form with all maps, signatures, and photos to:

WFL.CallForProjects@dot.gov

Agency	Contact	Phone	Email Address
Federal Highway Administration	Corrie Veenstra	(360) 619-7820	<u>corrie.veenstra@dot.gov</u>
Alaska Department of Transportation	Marcheta Moulton	(907) 465-8769	<u>marcheta.moulton@alaska.gov</u>
Alaska Municipal League	Kathie Wasserman	(907) 586-1325	<u>kathie@akml.org</u>
US Forest Service	Amy Thomas	(503) 808-2473	<u>aethomas@fs.fed.us</u>
National Park Service	Paul Schrooten	(907) 644-3388	<u>paul_schrooten@nps.gov</u>
Bureau of Land Management	Randy Goodwin	(907) 474-2369	<u>rgoodwin@blm.gov</u>
US Fish & Wildlife Service	Charles Grant	(907) 786-3506	<u>charles_grant@fws.gov</u>
US Army Corp of Engineers	Tim Feavel	(907) 488-2748	<u>tim.a.feavel@usace.army.mil</u>





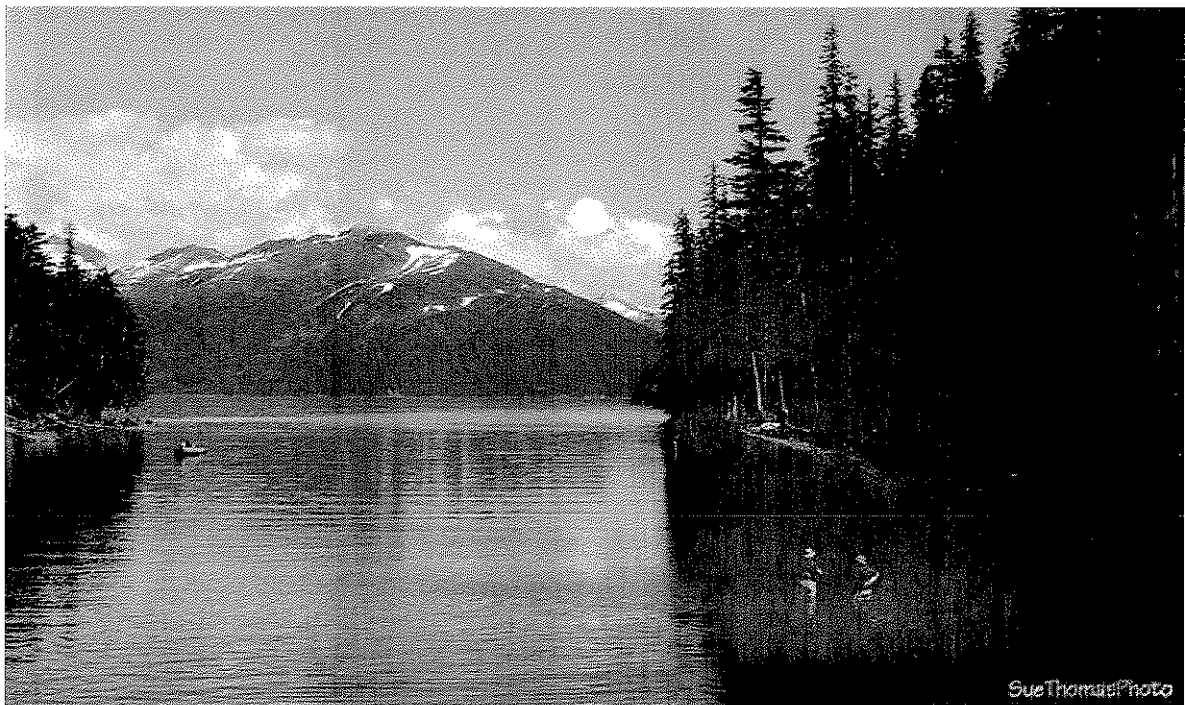
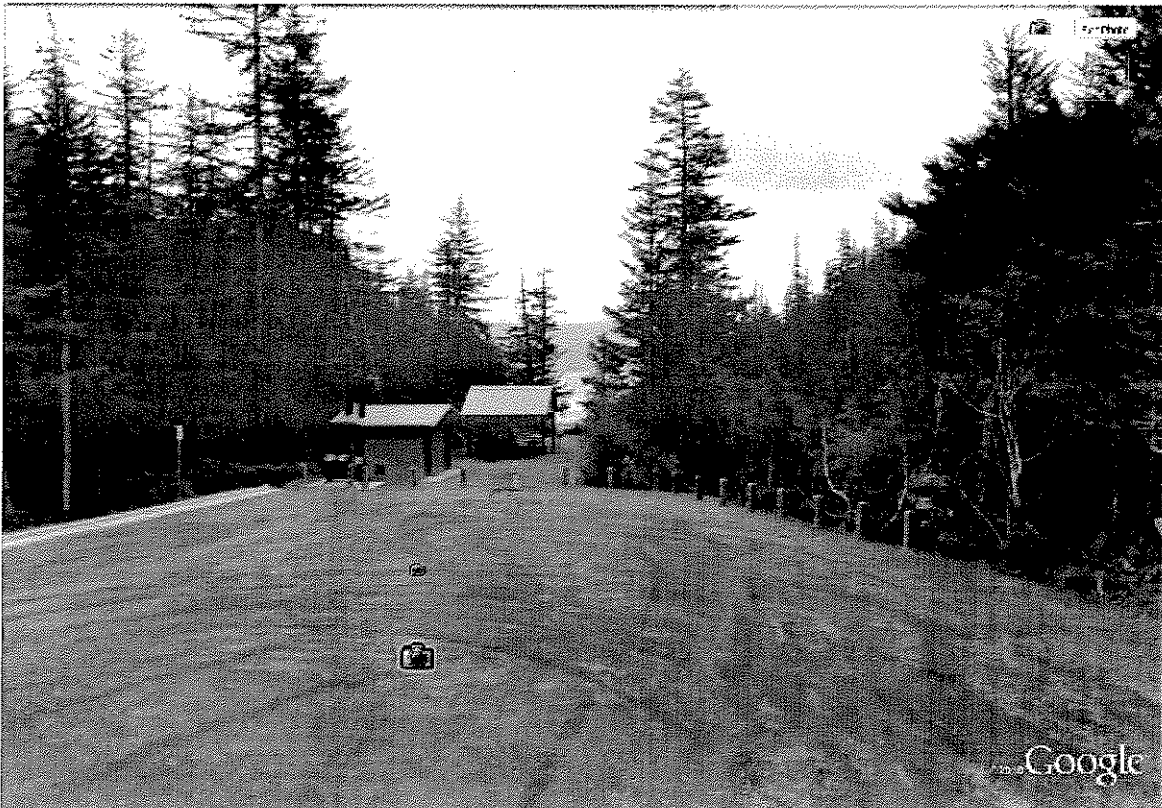
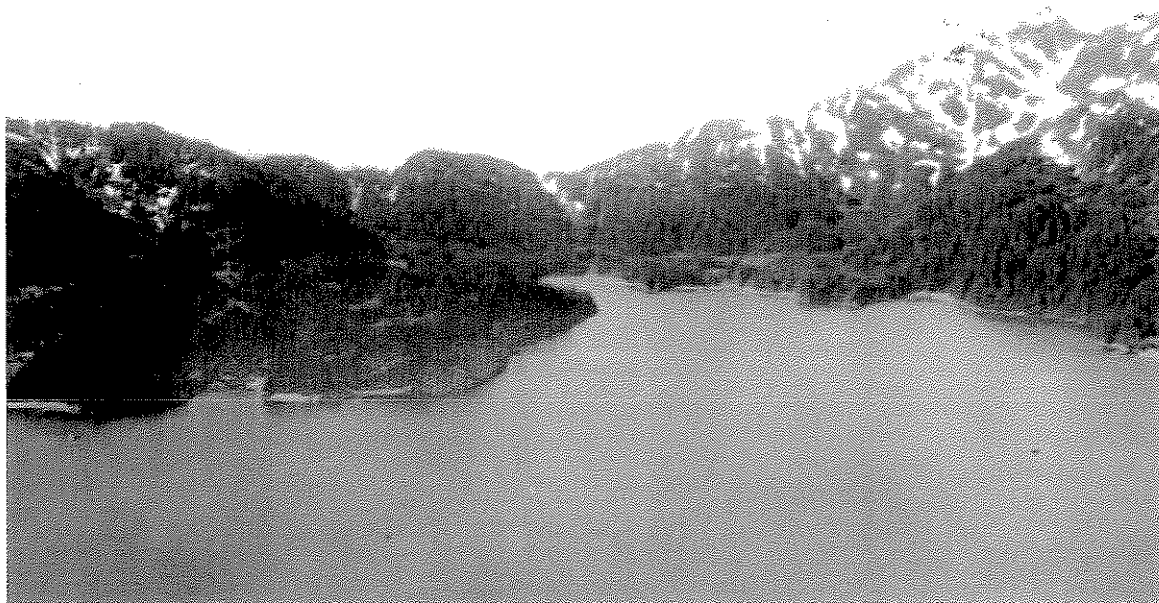




Figure 10-10

Figure 10-11





March 12, 2012

Bob Prunella, City Manager
City of Whittier
P.O. Box 608
Whittier, AK 99693

RE: Shotgun Cove Road Application for TIGER IV

Dear Mr. Prunella:

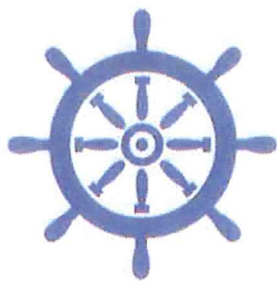
Chugach Alaska Corporation (Chugach) is the Alaska Native Regional Corporation for the Chugach Region established pursuant to the Alaska Native Claims Settlement Act of 1971, as amended, 43 U.S.C. § 1601, *et seq.* ("ANCSA"). Chugach owns or has valid selection rights to over 928,000 acres of full fee estate and subsurface estate within the Chugach Region. Included are 315 acres of uplands along Passage Canal and an additional 100 acres of waterfront property in Shotgun Cove.

Please find this letter of support for the TIGER IV funding application for the Shotgun Cove Road. As you are aware, Chugach has worked closely with the City over the past several years in support and success of this project. The Shotgun Cove Road runs through Chugach's Section 18 property, and Chugach has granted additional right of way acreage to the project to allow safer and more secure access to City, State and Federal lands beyond. We believe this road will help fulfill the promise of utilization of ANCSA lands for the Corporation and also fulfill the City's quest of completing its requirements of the land grant from the State of Alaska.

We appreciate the City's initiative in seeking additional funding for completion of the road and the City's elevation of this as its top capital project. We believe the City's Comprehensive Plan is a strong vision for the future of Whittier, the Prince William Sound and its benefits for all wishing to visit the Sound.

Sincerely,

David Phillips
Manager, Lands and Resources



City of Whittier Boat Harbor

P.O. Box 639 • Whittier, Alaska 99693 • 907-472-2327 • Fax 907-472-2472
E-mail: harbormaster@whittieralaska.gov or harboroffice1@whittieralaska.gov

March 13, 2012

Mr. Robert Prunella, City Manager
City of Whittier
P. O. Box 608
Whittier, Alaska 99693

Re: USDOT, TIGER grant for the Shotgun Cove Road project

Dear Mr. Prunella:

The Harbormaster's office is in support of the Shotgun Cove Road project.

The primary objective of the Whittier Small Boat Harbor is to provide a protected haven to small boats sixty feet in length and under. The harbor use policies are directed toward maximum use of the facility by all segments of the boating public up to the limit of the harbor's capacity to accommodate numbers, size and use of boats. The secondary objective is to provide a facility that ensures adequate access of the user to safe and enjoyable boating in Prince William Sound.

With the opening of the Anton Anderson Memorial Tunnel to vehicular traffic, including all watercraft in June 2000, the City of Whittier saw an instant influx of vehicles 151,680 from June through September. The traffic has increased each year; May through September 2010 was 181,400. With less than 300 year round residents, Whittier was not prepared for the impact of this many visitors to the community. Whittier needs more facilities to accommodate these numbers of people.

May through September, the Alaska Marine Highway System has several ferries coming to Whittier at least daily 7 days a week, and some days 3 ferries a day.

The large cruise lines returned to Whittier in 2004 with approximately 50+ dockings each year. This includes an estimated 1,000+ international visitors looking for day activities such as kayaking excursions.

The loading ramps became the main launch area for trailerable vessels, charter vessels and both single and group kayaks. The increased volume became a major area of congestion. As a result, in spring of 2003 we formulated a plan to help alleviate some of the pressure and help everyone's visit to the Whittier Boat Harbor go smoothly, efficiently, and safely. This included encouraging kayak users to exit by a designated route through the Harbor and if they were crossing Passage Canal to the rookery, to do

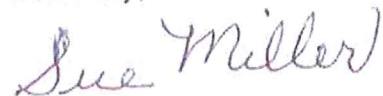
that closer to the head of Passage Canal. The commercial kayak and charter companies were asked to coordinate their departures with the harbor to help reduce staging times on the launch ramp, provide less congestion of motorized and non-motorized vessels.

After the AARC purchased Smitty's Cove properties about two years ago, Whittier Boat Harbor started managing the Cove activities, including encouraging kayakers to launch from Smitty's Cove. This helped to provide a safer access to Prince William Sound for the non-motorized vessels. However at this time, we do not know how long use of Smitty's Cove will be available. Future planning of alternate sites is imperative.

We have approximately 370 people on our active waiting lists for boat slips in the Whittier Boat Harbor. The wait time is about 5-20 years depending on the slip size. While the Whittier Boat Harbor has plans for repairs and rebuilding, there is no room to expand the Harbor in the present location.

The road to Shotgun Cove will provide a protected haven for kayakers, canoers, jet skiers, etc. These users will have safe and enjoyable access to Prince William Sound.

Sincerely,

A handwritten signature in blue ink that reads "Sue Miller". The signature is fluid and cursive, with the first name "Sue" and last name "Miller" clearly distinguishable.

Sue Miller
Harbormaster
907-240-3839
smiller@whittieralaska.gov



WHITTIER BOAT HARBOR

P.O. Box 639 Whittier, Alaska 99693

907-472-2327, option 6, or #-110

Fax 907-472-2472

E-Mail: harbormaster@whittieralaska.gov

Website: www.whittieralaska.gov

Up-date of Wait List Information through December 31, 2011

The following information is an up-date of the time to wait for a particular size slip on the Whittier Small Boat Harbor's wait lists. We have based all approximations of the wait list on the current rate of movement.

We have approximately 370 people on our active waiting lists. There are seven size categories, six are active and one (60'+) is a courtesy list only, since we do not currently have 60' slips. The 60' courtesy list has 46 people on it.

Slip Size	People Waiting NOV 30, 2011	Wait Time (estimated)	Estimated # slips assigned											The next assignee has been on the list since:	
			2000	2001	2002	2003	2004	2005	2006	2007	08	09	10	11**	
0-28'	78	5-7 yrs	21	24	29	18	10	16	26	17	15	12	14	0	Jan 2005
<i>(This list has the shortest time simply because of upgrading to larger vessels.)</i>															
28'-34'	109	12 - + yrs	4	5	2	2	3	2	3	3	0	6	5	0	Feb 1998
34'-37'	62	15 - + yrs	2	3	2	2	3	3	2	2	0	1	0	0	April 1996
37'-45'	76	15 - 20 yrs	2	2	2	0	1	0	2	1	0	6	0	0	April 1996
45'-54'	33	15 - 20 yrs	1	0	0	0	0	0	0	0	0	6	1	1	Dec 1997
54'-60'	12	15 - 20 yrs	0	0	0	0	0	0	0	1	0	6	0	0	Mar 1996
*60' plus	46	0	0	0	0	0	0	0	0	0	0	0	0	0	List started in 1995

*(We do not have stalls of this size yet and do not charge a wait list fee. We do keep a list of names of those who are interested in this size stall for Harbor expansion planning purposes.)

**2011--a moratorium on assigning new slips due to the Harbor construction. Slips will be assigned in 2012.



June 27, 2011

Mayor Lunceford
City of Whittier
P.O. Box 608
Whittier, AK 99693

RE: Access for construction of ROW, Parcel E-25A, Shotgun Cove Road

Dear Mayor Lunceford:

This letter constitutes Chugach Alaska Corporation's (Chugach) non-objection for access, easement realignment and construction of the Shotgun Cove Right of Way on Parcel E-25A located in Section 18, Township 8 North, Range 5 East, Seward Meridian, AK, as shown on the plat CITY OF WHITTIER, RIGHT OF WAY MAP, ALASKA PROJECT NO. AK PLD 2003(3), sheets 7 and 8, dated Nov. 2004, and referenced in the APPRAISAL OF PARCEL NO. 25A, SHOTGUN COVE ROAD - 43+00 to 65+00, AK PLD 2003(3), dated December 31, 2009 and adjusted June 28, 2010.

Upon construction completion, an as-built survey and material report shall be provided for the formal easement relocation and relinquishment of excess lands not encumbered by the right of way.

This letter does not authorize travel or trespass on lands not owned by Chugach.

Chugach does not warrant or represent that the entry lands are safe, healthful, or suitable for the purposes of the request. The City of Whittier and its contractors assumes any and all risks presented by the condition of the Subject Lands, whether natural or improved.

This authorization expires on December 31, 2011.

If you have any questions please feel free to give me a call at 261-0345. We look forward to the continued progress of the road.

Sincerely,

David Phillips
Land and Resources Manager
714.500

**CITY OF WHITTIER, ALASKA
RESOLUTION 994-11**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WHITTIER, ALASKA,
ADOPTING THE CITY'S 2012 STATE LEGISLATIVE PRIORITIES**

WHEREAS, the Whittier City Council met on November 15, 2011 to discuss and prioritize the City's 2012 legislative priorities; and

WHEREAS, it is the intent of the City Council to provide the Alaska Governor, Legislature, and state officials adequate information to represent the needs of the City concerning legislative requests including necessary funding requirements.

NOW, THEREFORE BE IT RESOLVED, by the City Council of Whittier, Alaska that the following Capital Budget priorities are identified as the City of Whittier priorities for the State of Alaska for 2012:


1. Shotgun Cove Road (DOT&PF)
2. Whittier Small Boat Harbor Float Replacement (DOT&PF)
3. Public Safety/ Public Works (P-12) Building repairs or replacement (DCCED)
4. Whittier Navigation Improvements Corp of Engineers match (DCCED)
5. Repair of Levee
6. Water and Wastewater System upgrades – (DEC)

BE IT FURTHER RESOLVED that the City Manager is hereby instructed to advise the Governor, Legislature, and appropriate State agencies of the City's legislative priorities and take all appropriate steps to provide background information and testimony in representing the City's best interests.

PASSED AND APPROVED by a duly constituted quorum of the Whittier City Council on this 20th day of December 2011.

Introduced by: Robert Prunella
Introduction date: 20 December 2011

ATTEST:



Brenda Krol
City Clerk



Lester Luncford
Mayor

Ayes: 7
Nays: 0
Absent: 0
Abstain: 0

Fair, Melodie

From: Scott Korbe [SKorbe@whittieralaska.gov]
Sent: Thursday, January 05, 2012 3:32 PM
To: Fair, Melodie
Subject: Public Lands Discretionary Application for Shotgun Cove Road

From: Phyllis.Chun@dot.gov [<mailto:Phyllis.Chun@dot.gov>]
Sent: Thursday, January 05, 2012 3:26 PM
To: Scott Korbe
Cc: Peter.Field@dot.gov; Phyllis.Chun@dot.gov
Subject: Public Lands Discretionary Application for Shotgun Cove Road

Scott,

Western Federal Lands will accept the Project Administration and associated PLHD Funding for the Shotgun Cove Road project.

Western Federal Lands looks forward to continuing to work with City of Whittier, Chugach Alaska Native entity, and Alaska Department of Transportation and on the continued efforts to develop the access to federal lands from the City of Whittier.

If you have any questions please feel free to contact Pete Field at 360 619-7619.

Phyllis Chun
Planning and Programs Manager
Federal Highway Administration
Western Federal Lands
Vancouver, WA
(360) 619-7922
phyllis.chun@dot.gov

Chugach Alaska Corporation
Resolution No. 04-24

WHEREAS, in accordance with the terms of the 1982 CNI Settlement Agreement Chugach Alaska Corporation received patent to approximately 315 acres of full fee estate in section 18 of T. 8 N, R 5 E Seward Meridian, within the City limits of Whittier, and

WHEREAS, patent document 50-2001-0030 reserves a 100 foot wide easement for an existing regional road; and

WHEREAS, this road is an unimproved pioneer road and Chugach Alaska Corporation has been working in cooperation with the City of Whittier to improve this road for the mutual benefit of Chugach Alaska Corporation and the City of Whittier; and

WHEREAS, Federal funds have been appropriated for the design and construction of this road; and

WHEREAS, in addition to enhancing the value of the section 18 property, the road may eventually provide improved access to other Chugach Alaska Corporation Lands at Shotgun Cove; and

WHEREAS, due to the steep topography in Section 18, the 100 foot easement reserved in Chugach Alaska Corporation's title is insufficient to provide for the orderly construction, operation and maintenance of this road, and the City of Whittier has requested the easement be expanded to a total width of 150 feet; and

WHEREAS, the development of this road is in the best interest of Chugach Alaska Corporation.

NOW THEREFORE BE IT RESOLVED, that the Vice President of Land, Resources and Tourism is authorized to execute easement deeds and any other documents that may be required to modify the width of the existing regional road easement in Section 18 to a width of no more than 150 feet.

Dated the 17th of December, 2004.

Sheri Burnett
Chairman of the Board

ATTEST:

David Thomas SR.
Secretary



**CITY OF WHITTIER, ALASKA
RESOLUTION 995-11**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WHITTIER, ALASKA,
ESTABLISHING THE CITY'S 2012 FEDERAL LEGISLATIVE PRIORITIES**

WHEREAS, the Whittier City Council met on November 15, 2011 to discuss and prioritize the City's 2012 legislative priorities; and

WHEREAS, it is the intent of the City Council to provide the President, Alaska Congressional Delegation, and appropriate federal officials adequate information to represent the desires of the City concerning legislative requests including necessary funding requirements.

NOW, THEREFORE BE IT RESOLVED, by the City Council of Whittier, Alaska that the following Capital Budget priorities are identified as the City of Whittier Federal priorities for 2012:

1. Shotgun Cove Road
2. Whittier Navigation Improvements / Watershed Study
3. Repair of Levee
4. Replacement of Public Works/Public Safety Building (P-12)
5. Water and Wastewater System upgrades


BE IT FURTHER RESOLVED, that the following legislative priorities are identified as the City of Whittier priorities for 2012:

BE IT FURTHER RESOLVED that the City Manager is hereby instructed to advise the President, Alaska Congressional Delegation, and appropriate federal officials of the City's legislative priorities and take all appropriate steps to provide background information and testimony in representing the City's best interests.

PASSED AND APPROVED by a duly constituted quorum of the Whittier City Council on this 20th day of December 2011

Introduced by: Robert Prunella
Introduction date: 20 December 2011

ATTEST:



Brenda Krol
City Clerk



Lester Luneeford
Mayor

Ayes: 7
Nays: 0
Absent: 0
Abstain: 0



prince william sound
**ECONOMIC
DEVELOPMENT
DISTRICT**

RECEIVED

MAY 13 2016

Chenega Bay

Cordova

Tatitlek

Valdez

Whittier

May 11, 2016

Mark Lynch, City Manager
City of Whittier
P. O. Box 608
Whittier, AK 99693

RE: Shotgun Cove Road Application for FLAP grant

Dear Mr. Lynch:

Prince William Sound Economic Development District strongly supports efforts being made by the City of Whittier in their application for FLAP funding to complete the Shotgun Cove Road. This project is extremely important to the future of Whittier, and is deemed essential to the region's economic development.

The Shotgun Road will facilitate tourism and business opportunities to one of Alaska's most scenic areas, for hiking, kayaking, sport fishing, glacier and wildlife viewing. Shotgun Cove Road will allow access to City, State and Federal lands.

We certainly commend your efforts on this vital effort to complete the Shotgun Cove Road. Shotgun Cove Road is listed as a top priority in our current CEDS for the Prince William Sound Region, 2016-2021.

Best regards,

Sue Cogswell
Executive Director



ALASKA REGIONAL DEVELOPMENT ORGANIZATION

2207 Spenard Rd., Suite 207 • Anchorage, Alaska 99503 Phone (907) 222-2440 • FAX (907) 222-2411 • Cell (907) 223-7672 • Email: pwsedd@gci.net