

**Alaska Industrial Development and Export Authority (AIDEA)  
Ambler Mining District Industrial Access Road (AMDIAR) EIS Project**

AIDEA's Ambler Mining District Industrial Access Road (AMDIAR) Environmental Impact Statement Project was designed to obtain a permit for the construction of transportation access to the Ambler Mining District. The State selected lands in the Ambler Mining District for their mineral resource value and negotiated for access across Gates of the Arctic National Preserve as part of the Alaska National Interest Lands Conservation Act which states that "the Secretary [of Interior] shall permit such access..." (ANILCA Sec. 201(4)(b))

**Status under Administrative Order 271**

- AIDEA was in the process of filing for an EIS when the Governor issued Order 271.
- At present, the project is on hold.
- Consistent with the Order, AIDEA has taken steps to preserve the environmental base line data that has been collected since 2010--first by DOT&PF and, since the middle of 2013, by AIDEA.

**What has been Spent**

- To date, DOT&PF spent \$9.25 million on the EIS project.
- AIDEA has spent another \$7.3 million with another \$1.7 million committed.
- AIDEA has approximately \$8 million remaining.
- If AIDEA does not file for an EIS, it could return between \$7 million to \$8 million to the Treasury.
- If a decision was made to continue with the EIS, AIDEA would need \$6.8 million in additional funds to reach a Record of Decision stage on the EIS.
- If the EIS were filed for in the current fiscal year, then additional funding would probably be needed in Fiscal year 2017.
- An EIS is needed before any project of this type can be planned or financed.
- An EIS would identify the potential benefits and environmental effects of the project and solicit comments from a variety decision makers (the State, AIDEA, federal agencies, local communities, and private landowners) as to whether the road should be build. This would include an analysis of a "no build" alternative.

**Financing Model for AMDIR After an EIS**

- If an EIS was obtained, AIDEA is proposing to develop AMDIAR using a Public-Private Partnership (P3) model. No general funds would be sought for financing the road.
- AIDEA had proposed to complete the environmental review of AMDIAR with the federal agencies (develop the Environmental Impact Statement), and then work to develop a P3 entity to develop and operate the road.
- AIDEA's model is the Delong Mountain Transportation System (DMTS) the industrial road and port that support the Red Dog Mine.
- AIDEA proposes to initially construct a seasonal pioneer road that would provide needed access for exploration and development while minimizing costs of construction and maintenance. The pioneer road costs is currently estimated at \$234 million. The road would be upgraded to a year-round road only if and when the level of activity in the District is sufficient to support the additional cost.
- By statute, AIDEA would have to make a return on its investment on an industrial road.

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**\$6.8MM Needed to  
Complete Phase 1**

