



VILLAGE OF CLARKS POINT

— DRAFT | JANUARY 31, 2024 —



LONG RANGE TRANSPORTATION PLAN (LRTP)

— [2024 – 2029] —

PREPARED FOR

VILLAGE OF CLARKS POINT
PO BOX 90
CLARKS POINT, ALASKA 99569



TRIBAL TRANSPORTATION PROGRAM (TTP)

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ACRONYMS AND ABBREVIATIONS

ADT	Average Daily Traffic
AEA	Alaska Energy Authority
ARRA	American Recovery and Reinvestment Act
ATV	All-Terrain Vehicle
AVEC	Alaska Village Electric Cooperative
AVCP	Association of Village Council Presidents
BBNA	Bristol Bay Native Association
BIA	Bureau of Indian Affairs
CFR	Code of Federal Regulations
City	City of Clarks Point
Consortium	BBNA Tribal Transportation Program
CPVC	Clarks Point Village Council
DCCED	State of Alaska, Department of Commerce, Community and Economic Development
DEC	State of Alaska Department of Environmental Conservation
DOT	U.S. Department of Transportation
DOT&PF	Alaska Department of Transportation and Public Facilities
FAST Act	Fixing America’s Surface Transportation Act
FHWA	Federal Highway Administration
FLH	Federal Lands Highways
FTA	Federal Transit Administration
FY	Fiscal Year
IIJA	Infrastructure Investment Jobs Act
IRR	Indian Reservation Roads
LRTP	Long Range Transportation Plan
mi	Mile
NAHASDA	Native American Housing Assistance and Self-Determination Act
NEPA	National Environmental Policy Act (of 1969)
NTTFI	National Tribal Transportation Facility Inventory
PROTECT	Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program
RAISE	Rebuilding American Infrastructure with Sustainability and Equity

RIFDS	Road Inventory Field Data System
ROW	Right-Of-Way
RTAP	Rural Transportation Assistance Program
STIP	Statewide Transportation Improvements Program
Tribe	Village of Clarks Point
TTIP	Tribal Transportation Improvement Plan
TTP	Tribal Transportation Program

EXECUTIVE SUMMARY

(Will be added at Final Draft)

1.0 MISSION STATEMENT

It is the goal of the Clarks Point Village Council (CPVC) to design, operate, plan, construct, improve, and maintain safe transportation systems for the benefit of the Tribal members and general traveling public, in the community of Clarks Point, Alaska. The community of Clarks Point is constantly striving to update and improve its transportation system. The CPVC also works with the Tribal membership to identify the highest priority needs to address with the Tribal Transportation Program (TTP) for the Tribal shares it receives. The program can be used in conjunction with other available funding sources to improve access for the community residents to critical health and safety facilities, as well as points of commerce and to connect with larger transportation systems.

Clarks Point is a member of the Bristol Bay Native Association (BBNA) Tribal Transportation Program (Consortium) under the direction of BBNA's Transportation and Infrastructure Development program. BBNA's Mission is to maintain and promote a strong regional organization supported by the Tribes of Bristol Bay to serve as a unified voice to provide social, economic, cultural, educational opportunities and initiatives to benefit the Tribes and Native people of Bristol Bay. The programs Vision is to support sustainable and thriving Member communities by maximizing economic returns on policies that Promote Safety, Transportation and Infrastructure Investments, and Emergency Planning that bring lasting and equitable economic benefits to the citizens of the Bristol Bay Region. In support of BBNA's mission the Department of Transportation and Infrastructure Development is dedicated to developing safe and reliable public transportation and Infrastructure networks as well as highway safety and emergency preparedness programs within the Bristol Bay Region. The purpose of the Department is to continue to improve the quality of life for Bristol Bay Region Tribes, by developing safe reliable roads and trails, public transportation systems, infrastructure development, highway safety planning, and emergency preparedness programs together with the most local economic benefit possible.

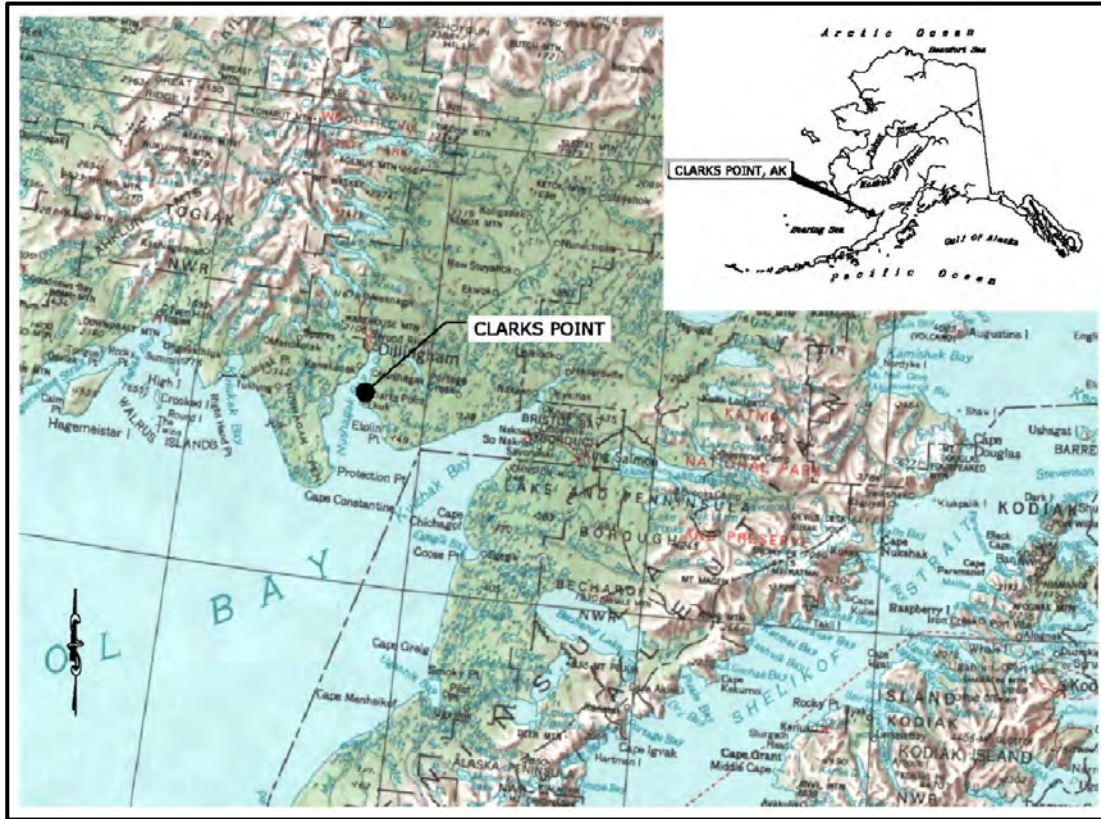
2.0 COMMUNITY OVERVIEW AND HISTORY

The following section provides background information about the community of Clarks Point. Various elements of the community must be considered for transportation planning. These elements include the location and setting, history and culture, local economy, regional climate, soils and topography, vegetation and wildlife, and existing infrastructure. The data summarized and collected in this section helps identify potential social, economic, and environmental impacts, limitations of transportation planning, and the availability of resources for future construction of proposed transportation projects in Clarks Point.

2.1 LOCATION AND SETTING

Clarks Point is located on a spit on the northeastern shore of Nushagak Bay, 15 miles from Dillingham and 337 miles southwest of Anchorage, see Figure 1. It lies at approximately 58.8353° North Latitude and -158.5442° West Longitude. The area encompasses 3.1 square miles of land and 0.9 square miles of water. Clarks Point is located in the Bristol Bay Recording District (DCRA, 2024).

Figure 1: Vicinity Map



2.2 HISTORY AND CULTURE

The lifestyle of the residents within a community largely influence transportation needs. Therefore, the history and culture of Clarks Point is an important consideration throughout the transportation planning process.

The point originally had an Eskimo name, "Saguyak," yet there is no evidence of a settlement at the site prior to the Nushagak Packing Company cannery, established in 1888. The community was named for John Clark, who was the manager of the Alaska Commercial Company store at Nushagak. Clark is reputed to have operated a saltery prior to the establishment of the cannery. In 1893 the cannery became a member of the Alaska Packers Association. In 1901 a two-line cannery was built. During World War II, the canning operation ceased, and only salting was done at Clarks Point. The plant was shut down permanently by 1952, and the Alaska Packers Association used the facility as the

headquarters for its fishing fleet. The City of Clarks Point (City) was incorporated in 1971. A housing project in 1982 was constructed on high and safe ground on the bluff (DCRA, 2024).

The community was founded on fishing operations of non-Native settlers, although presently it is predominantly Yup'ik Eskimo. The population increases by about 300 in summer months due to the commercial fishery. Clarks Point is a subsistence community (DCRA, 2024).

2.3 ECONOMY

The economy is an important consideration for transportation planning. This planning will consider the potential impacts to the economy. These impacts include cost of living, local industries, resources and essential services, human health, and low income and minority groups.

The 2022 State of Alaska Department of Community and Regional Affairs (DCRA) certified population is 64, but the DRCA provided minimal breakdowns. However, breakdowns were provided for the US Census 2022 . According to the 2018-2022 American Community Survey 5-Year Estimates, Clarks Point has a population of 31 people, of which 97% are American Indian and Alaska Native, and 3.23% are White. Out of 10 households, the average household size of owner-occupied units is approximately 3, and the average household size of renter-occupied units is approximately 4 (US Census Bureau, 2022).

Clarks Point primary source of food derives from a subsistence lifestyle. According to the 2022 survey census, approximately 29% of residents were employed, and 100% of all families' incomes were below the poverty level in the past 12 months. The largest industries in the community are the local government (88.9.1% of the workers) and educational and health services (11.1% of the workers). The remaining workers work in

the following industries: manufacturing, leisure and hospitality, and state government.

The average per capita income in the community is \$11,397, while the median household income is \$23,333, and there is no data for the median family income (US Census Bureau, 2022).

Fuel is an essential resource for residents in Clarks Point and impacts the residents' cost of living. In summer 2023, heating fuel costs approximately \$4.38 per gallon, and gasoline costs approximately \$5.3 per gallon (DCRA, 2022). The City of Clarks Point sells gasoline, and the Village of Clarks Point provides fuel at a cost.

2.4 CLIMATE

The climate can have a significant impact on transportation projects in Clarks Point. Proposed transportation projects will consider the impacts of weather and daylight restricted construction seasons, precipitation and floodplain data for drainage requirements, seasonal access to transportation facilities, and impacts of construction on permafrost.

Clarks Point falls within the transitional climate zone, characterized by tundra interspersed with boreal forests, and weather patterns of long, cold winters and shorter, warm summers. Fog and low clouds are common during winter months. The Nushagak Bay is ice-free from June through mid-November (DCRA, 2024). The average annual snowfall is 82 inches, and the average annual precipitation ranges from 20 to 26 inches. The average winter temperatures range from 4 to 30 °F, and the average summer temperatures range from 37 to 66 °F. The exposed bluffs around Nushagak Bay are susceptible to erosion from storm surges and tides, which often leads to coastal lowland flooding (NOAA, 2013).

Residents of Clarks Point witness climate changes that impact the local transportation system. The community faces challenges, including increased erosion rates, delayed

freezing of nearby water bodies, and their subsequent impact on road conditions. The waters surrounding the community don't freeze until later in the year, leaving the community vulnerable to early winter storms. This delayed freezing contributes to the ground's expansion and contraction due to thawing permafrost (frozen soil), leading to road damage such as cracks, sinking, and potholes. While permafrost typically provides stability to the ground, rising temperatures are causing it to thaw, diminishing the ground's strength and increasing road-related issues. Faced with delayed freezing and reduced snowfall, residents rely increasingly on trucks and ATVs over snow machines. This change in transportation methods has elevated the maintenance requirements for roadways.

Ongoing environmental changes, especially permafrost thaw, require constant upgrades to the multimodal transportation system to adapt to the changing climate.

2.5 SOILS AND TOPOGRAPHY

The local soil and topographic conditions will be considered in the transportation planning process. Continental glaciers shaped the topography around Clarks Point. It consists of rolling hills, moraine deposits, and wet lowlands. Streams and small lakes and ponds characterize the lowlands. The soil in the area consists of mostly deep, poorly drained loamy soils with a thick overlaying peat mat and permafrost beneath (NOAA, 2013).

2.6 VEGETATION AND WILDLIFE

It is important to consider the potential impacts on the local vegetation and wildlife for any proposed transportation project. The tundra around Clarks Point consists mostly of lichens, mosses, and grasses. The moraine hills around the community grow spruce forests of paper birch and white spruce. Other tree species in the area include black spruce, cottonwood, and quaking aspen (NOAA, 2013).

The local wildlife commonly present in Clarks Point include moose, bear, rabbit, duck, geese, and ptarmigan. Sockeye salmon and king salmon are also very common resources in and around the community of Clarks Point (NOAA, 2013).

2.7 INFRASTRUCTURE

Proposed transportation projects for Clarks Point will consider the impacts to the existing modes of transportation, facilities, utilities, landfills, and material sources within the community.

2.7.1 Transportation

When planning future transportation projects, it is important to consider the communities current modes of transportation. The CPVC is conscientious when planning future transportation projects that will help reduce the cost of energy to the residents within the community. These transportation systems are planned out to conserve the amount of time and energy required to get to and from main points of the community, mainly the points at which the community meet, conduct business, and have health and safety resources.

Clarks Point is a multimodal community. Residents use private boats on nearby waterways for transportation to surrounding communities and subsistence areas, however, air transport is the most frequent means of getting to and from Clarks Point. Freight is brought by barge to Dillingham and then flown or lightered to the community. Trucks, cars, all-terrain vehicles (ATVs), and foot travel are year-round modes of transportation on roads and trail, in addition to snow machines during the winter months.

2.7.2 Facilities

The impact on existing public facilities will be considered in the transportation process. These proposed transportation projects will help improve access to residential, educational, and health and safety facilities for the community residents. Some of the

important facilities for the public to access are Clarks Point Clinic, Clarks Point Airport, Clarks Point Post Office, Clarks Point School, and other community meeting places.

2.7.3 Utilities

Coordination with local utility companies is an important part of the transportation planning process. A brief summary of the existing utilities in Clarks Point is included in the following section (DCRA, 2024).

- Electricity – Clarks Point Electric Utility provides power for the community through the use of a diesel generator. It is operated by the Village of Clarks Point.
- Fuel – The City maintains two tanks for heating oil and two tank for gasoline. The tanks have a capacity of 20,000 and 1,000 gallons respectively.
- Sewer – Piped sewer is available and is gravity fed to a sewage lagoon.
- Telecommunications – Nushagak Cooperative provides landline telephone services, GCI provides cellular and internet services, and Bristol Bay Cellular provides cellular services.
- Water – Clarks Point Water System is owned by the City. The State of Alaska Department of Environmental Conservation (DEC) Drinking Water Program classifies this system as a community public water system which is served by a ground water source. This system was designed through Alaska Energy Authority (AEA). There are currently two smaller backup wells.

(Will be updated at Final Draft)

2.7.4 Landfills

Clarks Point Landfill is operated by the Village of Clarks Point (Tribe). It is a non-permitted Class III landfill (DCRA, 2024).

2.7.5 Material Sources

(Will be updated at Final Draft)

3.0 EXISTING TRANSPORTATION SYSTEMS

To better understand areas of needed improvements, high priority areas of concern, and deficiencies the existing conditions of the Clarks Point transportation system were identified. All modes of transportation were considered including aviation facilities, coastal and river transportation, pedestrian and public transportation, and roadways.

3.1 EXISTING AVIATION FACILITIES

Aviation connects Clarks Point to the rest of the state, like many communities in Alaska, due to the lack of interconnecting roads. Clarks Point Airport is owned by Alaska Department of Transportation and Public Facilities (DOT&PF) and managed out of the Central Region office. There is a 3,200 foot long by 60 foot wide gravel runway. Era Aviation, Grant Aviation, and others operate out of Clarks Point Airport. There are regular and charter flights available from Dillingham.

In addition to Clarks Point Airport float planes also land on Nushagak River (DCRA, 2024).

3.2 EXISTING COASTAL AND RIVER TRANSPORTATION

Clarks Point has an undeveloped spit dock owned by the city. Boats land on the beach. A private dock is owned by Trident Seafoods and is used for loading and unloading cargo from marine vessels. (DCRA, 2024).

3.3 EXISTING PEDESTRIAN AND PUBLIC TRANSPORTATION

(Will be updated at Final Draft)

3.4 EXISTING ROADWAYS

An important aspect to roadway planning is an accurate traffic count. Traffic circulation in the community mainly involves trips to residences and the other facilities listed in

Section 2.7.2. Average Daily Traffic (ADT) is based on either direct traffic counts or default counts determined by the class of the particular road. Due to the small population and financial constraints no traffic count was gathered. For planning purposes all routes will have the default of 50 ADT, unless otherwise noted.

Clarks Point currently has 7.9 miles of official roads in the National Tribal Transportation Facility Inventory (NTTFI). These roads and trails provide access to important points in the community, residences, and local subsistence areas. These roads are maintained with the proper equipment by the City.

These gravel roads are deteriorated and have many potholes which produce health and safety risks to the residents. Climate change is posing an increasing threat to transportation infrastructure in Alaskan communities like Clarks Point. Climate change has expedited the melting of the permafrost layer underneath the road surface which can cause road surface issues such as rolling (a term that describes the effects of frost heave), potholes, sinkholes, and cracks. These road surface issues can also decrease the longevity of the equipment that maintain the facilities and roads.

Drainage features such as culverts can also be found along some of the existing roads. Many of these culverts are crushed or plugged due to the erosion in the community. These non-functioning culverts cause ponding which is a health and safety hazard for residents and if left can cause further road deterioration.

4.0 CURRENT TTP INVENTORY

The current routes, listed in the official NTTFI, are listed in Table 1 below. See Appendix A for an official NTTFI report access from Road Inventory Field Data System (RIFDS) on November 16, 2023 of the CPVC inventory. Also, see Figures 2 and 3 for the Official Inventory and inventory in progress mapping.

Table 1: Clarks Point Official NTTFI

Route Name	Route No.	Section No.	Length (mi)
First Street	1001	10	0.1
Second Street	1002	10	0.1
Second Street	1002	20	0.1
Third Street	1003	10	0.1
Fourth Street	1004	10	0.1
Rabbit Loop Road	1005	10	0.2
Tundra Avenue	1006	10	0.2
Saguyak Avenue	1007	10	0.4
Unnamed Road	1008	10	0.1
Bayou Loop Road	1009	10	0.5
Bayou Loop Road	1009	20	0.2
Bayou Loop Road	1009	30	0.2
Hillcrest Drive	1010	10	0.2
Hillcrest Drive	1010	20	0.2
Nushagak Avenue	1011	10	0.1
Swamp Street	1012	10	0.3
Cannery Creek Road	1013	10	0.1
Cannery Creek Road	1013	20	1.8
Unnamed Road	1014	10	1.7
Airport Road	1016	10	0.3
Unnamed Trail	1018	10	0.1
Unnamed Trail	1019	10	0.1
Unnamed Road	1020	10	0.1
Old Airstrip Road	1021	10	0.5
Unnamed Road	1022	10	0.1

TOTAL MILES 7.9

5.0 TTP INVENTORY UPDATES

The following sections reflect amendments to existing inventory, additions, and deletions to the TTP inventory.

5.1 INVENTORY AMENDMENTS TO EXISTING INVENTORY

(Will be added at Final Draft)

5.2 INVENTORY ADDITIONS

(Will be added at Final Draft)

5.3 INVENTORY DELETIONS

(Will be added at Final Draft)

6.0 PUBLIC INVOLVEMENT

A key aspect to the development of this plan is public involvement, and is also required by the United States Code of Federal Regulations (CFR) to assist in the decision making process. Public involvement is used as an opportunity to identify the community's issues and concerns, establish consensus, and capture their transportation values and perceived needs. Strategies utilized by the Tribe to solicit public involvement included CPVC coordination, stakeholder coordination, public surveys, and public meetings.

(Will be updated at Final Draft)

Excerpt from 2018 LRTP for reference (remove at Final Draft):

Public comments were solicited during the development of Clarks Point 2018 LRTP. The transportation priorities and issues identified by some of the community members during a meeting held in Anchorage, AK on October 18, 2017, during the initial site visit on October 27, 2017, and during public meeting on January 25, 2018 are listed below.

- *Roads in the community need to be built up.*
- *Hillside Road needs to be redesigned.*
- *There are significant drainage issues and ponding issues in the community, specifically at the intersections of First Street/Saguyuk Avenue, Second Street/Saguyuk Avenue, and the corner of Bayou Loop Road (R1009/S10).*
- *Children play in the streets and people drive too fast.*
- *Potholes are prevalent and a safety concern.*
- *Trees block line of sight at intersections, especially on main roads i.e. Bayou Loop Road and Saguyak*
- *Existing boat launch has unsafe driving conditions due to the rusted metal pilings. The boat launch has been unmaintained since the closing of the Trident Cannery in 2001.*

7.0 TRIBAL PRIORITY LIST

Clarks Point is a part of the Consortium. The Consortium works as an organization of Tribes. The Consortium works on Tribal Priorities on behalf of each Tribe's Transportation Program. The Tribes in the Consortium collaborate and reach collective agreements to plan how these priorities will be accomplished for each participating Tribe. The plan is focused on improved access to lands and use, housing development, economic development, access for law enforcement, access to healthcare, safe routes to school, environmental improvement, and providing residents with a healthy environment. Using this plan the Consortium develops a collective Tribal Transportation Improvement Plan (TTIP) of doable projects within a five year time frame.

7.1 TRIBAL PRIORITY LIST FISCAL YEAR 2024 - 2029

(Will be updated at Final Draft)

Excerpt from 2018 LRTP for reference (remove at Final Draft):

The CPVC and community members identified the priorities below in an effort to continue the growth of their community.

- *Improve and/or redesign Hillcrest Drive (R1010/S20).*
- *Build up all roads in the community and reduce potholes.*
- *Improve and replace drainage structures within the community.*
- *Continue to plan and update the Tribe's transportation needs, including continued participation in the TTP. Continue to seek additional funding sources.*
- *Continue maintenance activities on routes listed in the NTTFI.*

8.0 PROJECT DEVELOPMENT

As projects evolve, as a result of this program, they will take into consideration measures that address health and safety concerns, and economic development relating to transportation improvements. This can be done by following the National Environmental Policy Act (NEPA) guidelines, the latest version of the Tribal Transportation Delivery Guide and other reference material identified and outlined during the NEPA and Project Development phases of the project. Additionally, project development benefits from the involvement, from beginning to end, of other regional entities such as Federal Highway Administration (FHWA), Federal Lands Highways (FLH), and the DOT&PF.

Funding is considered throughout the process of developing each project. The Tribes associated in the Consortium authorized the Consortium to negotiate and execute an agreement to receive funding, manage, and carry out the program functions, services, and activities associated with the Tribal Transportation Program on behalf of its member Tribes.

9.0 FINANCING

The financing section presents potential funding options for transportation improvement projects, and a plan for re-assessment of identified improvements based upon financial constraints.

9.1 FUNDING SOURCES

Currently, the Infrastructure Investment Jobs Act (IIJA) is currently the primary governing highway act. In November 2021 (FY 2020), President Biden replaced the FAST Act and signed the IIJA into law, also known as the Bipartisan Infrastructure Law (BIL). The IIJA is a federal law that provides funding for infrastructure across the United States. There are eight programs funded under the IIJA, these programs include the Surface Transportation Block Grants (STBG), the Highway Safety Improvement Program (HSIP) and the Community Transportation Program (CTP). Funds are available for five consecutive fiscal years, (FY) 2022 to 2026. Funds are distributed to federal agencies like the US Department of Transportation. When looking at the funding distribution by investment categories, the transportation category will receive \$284 billion over the next five fiscal years under the IIJA.

The Alaska DOT&PF is a federal agency that receives funding from the IIJA. Alaska is estimated to receive \$3.4 billion for federal-aid highway allocated programs, \$225 million for bridge replacement and repairs and \$362 million for the improvement of public transportation options.

This section discusses potential funding sources for Clarks Point prioritized transportation projects, types of projects eligible for funding, and the funding process for each funding agency. Potential transportation funding sources include funds from the BIA TTP, DOT&PF, Public Lands Highway, Scenic Byways, the Denali Commission, and the

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant, among others, as explained in further detail below.

9.1.1 Tribal Transportation Program

The Tribe’s primary transportation funding source is the TTP. The purpose of the TTP is to provide safe and adequate transportation and public road access to and within Indian reservations, Indian lands, and Alaska Native Village communities.

The TTP is funded by contract authority from the Highway Trust Fund and is subject to the overall Federal-aid obligation limitation. TTP funds, also known as “tribal shares,” are a single annual lump sum payment, subject to the availability of funding, allocated among Tribes using a statutory formula, as outlined in the IIJA. The IIJA funding type is a mixture of three different funding types: formula, grant, and loan. In addition, there will be a requirement for non-federal match for many programs.

The approximate percentage of each type of funding is listed below. The formula is briefly described below, per 25 CFR 170.201:

- *65 Percent* – Approximate amount of IIJA funding that is allocated through a formula.
- *30 Percent* - Approximate amount of IIJA funding that is allocated through grants.
- *5 Percent* - Approximate amount of IIJA funding that is allocated through loans.
- *10-20 Percent* - Approximate amount of IIJA funding that is allocated through non-federal match.

The authorized adjusted total tribal shares for FY 22 and FY 23 are listed in Table 4. The estimated tribal share amounts for FY 24 through FY 26 are not yet available as of today.

Table 5: Clarks Point Tribal Shares from IIJA FY 22 to FY 26

Fiscal Year	FY22	FY23	FY24	FY25	FY26
Estimated Tribal Shares	\$37,406	\$34,843	TBD	TBD	TBD

Other programs exist under the TTP, which are funding resources available to Tribe's for specific types of transportation improvement projects. These are listed and described briefly below. More information can be found on the TTP website.

- *Bridge Funds* – Under the IIJA Act, with the removal of the 3% set aside, Tribes have the flexibility to use their shares of Tribal Transportation Program (TTP) funds annually for enhancing deficient bridges. Federally recognized Indian tribes can apply for funds anytime to support eligible tribal transportation bridges. These funds cover various activities like planning, design, engineering, preconstruction, construction, inspection, replacement, rehabilitation, seismic retrofitting, painting, anti-icing, de-icing, and implementing countermeasures (including multiple-pipe culverts). To qualify for these funds, a bridge must have a minimum opening of 20 feet, be categorized as a tribal transportation facility, and be either structurally deficient or functionally obsolete.
- *Safety Funds* – Each year under the IIJA Act, 4% of the available TTP Safety Funds are set aside to address transportation safety issues in Native America. Funds are available to federally recognized Indian tribes through a competitive, discretionary program. Projects are chosen whose outcomes will address the prevention and reduction of death or serious injuries in transportation related incidents, such as motor vehicle crashes. FHWA advocates the development of strategic Transportation Safety Plans as a means for tribes to determine how transportation safety needs will be addressed in and around tribal communities. Eligible projects for the TTP Safety Fund under the IIJA Act include development and revision of transportation safety plans, crash data improvement, road safety audits, and other activities, primarily infrastructure improvements, as listed in 23 U.S.C. 148(a)(4).
- *FTA Ferry Services for Rural Communities Program* – The FTA Ferry Program, created under the IIJA Act, helps rural communities by providing money for essential ferry services. This program supports projects to start new ferry services, fix and modernize ferry boats, terminals, and facilities in cities. It gives states a chance to compete for funds to improve ferry services in rural areas. The goal is to expand ferry services in small communities, help them get new, eco-friendly ferry boats (like electric ones that are better for the environment), and upgrade the places where ferries dock. Recently, the FTA granted about \$170 million to six projects in four states. In total, they're giving grants to 13 projects in eight states. This federal funding will help with things like replacing old ferry boats, making fleets bigger, and building new docks and terminals.

9.1.2 Alaska Department of Transportation

The DOT&PF provides services to Alaskans and visitors by designing, constructing, operating and maintaining the state's transportation infrastructure systems, buildings and other facilities. These included more than 5,600 miles of highway, 242 airports, 731 public facilities, and 10 ferries serving 35 communities throughout the state of Alaska. The department is divided into three regions, along with the Alaska Marine Highway System. The Village of Clarks Point falls within jurisdiction of the DOT&PF Central Region, Anchorage office.

There are several funding options available through the DOT&PF for transportation related projects, which are established by and subject to the IIJA funding allocation. These are listed and described briefly below. More information can be found on the DOT&PF website.

- *STIP* – The Statewide Transportation Improvements Program (STIP) is funded by the FHWA, Federal Transit Administration (FTA), and matching funds from the state and/or local sources. The STIP is DOT&PF's four-year program for transportation system preservation and development. The Needs List is the foundation of the STIP and includes all the air, land and water transportation projects in Alaska that have been formally proposed by residents, elected officials, and transportation professionals every four years.
- *Safe Routes to School* – Grants are available to help plan, design or complete construction improvements that enable and encourage children to safely walk and bicycle to school. Eligible recipients include state, local and regional agencies, and nonprofit organizations with a sponsor. A 20% match is required for all projects.
- *Public Transit Funding* – The State of Alaska maintains various public transit programs to aid in funding across the state. These include the Non-Urban Formula Grants, Rural Transportation Assistance Program (RTAP), American Recovery and Reinvestment Act of 2009 (ARRA) Funding Distribution, and the Tribal Transit Program Funds.

9.1.3 Other Funding Sources

Apart from the TTP and DOT&PF, additional funding sources are available for transportation projects, as listed and described briefly below.

- *Grants.gov* – www.grants.gov is a public website where all federal agency discretionary funding opportunities are posted for grantees to find and apply to them. The search function can be used to sort out transportation related grants. Some grant postings close after only two weeks, so it is important to check for opportunities frequently.
- *The Denali Commission* – The Denali Commission is an independent federal agency designed to provide critical utilities, infrastructure, and economic support throughout Alaska. Various funding opportunities are available through their Energy Program, Transportation Program, Health Facilities Program, and Training Program. Visit the Denali Commission website for more information.
- *MPDG* – Multimodal Project Discretionary Grant Opportunity (MPDG) to improve surface transportation infrastructure projects in rural areas—including highway and bridge, passenger rail, public transportation, culvert/ tunnel, and freight projects, or groups of such projects to improve safety and establish and maintain the surface transportation infrastructure in rural areas. The MPDG grant has three programs: the National Infrastructure Project Assistance grants program (Mega), the Nationally Significant Multimodal Freight and Highways Projects grants program (INFRA), and the Rural Surface Transportation Grant program (Rural). The anticipated funding availability is appropriately \$5.45 - 5.575 billion from FY 2023 to FY 2024. A \$3-3.1 billion funding is allocated to INFRA, and \$650-675 million is available for Rural areas.
- *PROTECT Grants* – Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program is through the U.S. Department of Transportation (DOT). It promotes bike/pedestrian, road, highway, transit, and specific port projects to increase surface transportation infrastructure's resilience from rising sea levels, flooding, wildfires, extreme weather events, and other natural disasters. The program provided \$1.4 billion in funding for 5 fiscal years FY 2022 to 2026. Recently, the Biden-Harris Administration announced \$1.5 Billion in available funding through 2024 to support transportation projects with significant local and regional impact.
- *RAISE Grants* – The Rebuilding American Infrastructure with Sustainability and Equity (RAISE), formerly named BUILD and TIGER grant program, is a highly competitive program through the U.S. Department of Transportation (DOT) that supports innovative road, rail, transit, and port projects to achieve national

objectives such as, to improve safety and economic opportunity in the United States. Since 2009, Congress has dedicated nearly \$14.3 billion for fifteen rounds of National Infrastructure Investment projects to fund with significant local or regional impact, and \$1.5 billion annual funding is available for FY 2022 to 2026. The available funding is for surface transportation infrastructure for capital and planning projects. The year-round funding was announced in January of 2023 for a \$750 million available grant in planning preparation or design. A minimum of 20% of funds will go to projects in rural areas.

9.2 FINANCIAL CONSTRAINTS

To assist with transportation planning, cost estimates for short-term high priority projects selected during the public involvement process will be developed. Having cost estimates on hand will aid in procuring funding by showing preparedness, as well as assist the Tribe's planning efforts for future transportation projects and budget allocation.

In the event that funding falls short or requires amendment, the CPVC will use the following recommended procedure to determine the best course of action:

1. Determine the new funding requirement;
2. Evaluate current available funding;
3. Evaluate additional funding options;
4. Hold a meeting with council members to re-evaluate the transportation budget and make amendments as needed, while utilizing the priority list to ensure other priority projects stay on track;
5. Adjust the project schedule as needed, and;
6. Update the LRTP.

10.0 PLAN UPDATES

This LRTP will be reviewed annually and updated at least every five years in accordance with 25 CFR 170.414. The LRTP will be amended as a result of major changes in Tribal goals, vision and mission for Clarks Point’s transportation facilities, major improvement studies, projects or corridor justification studies, environmental impact studies, and projected Federal, State, and Tribal funding. Inventory will be amended or added following the guidelines outlined in 25 CFR Part 170.

11.0 PLAN DEVELOPMENT

This LRTP was developed by Bristol Engineering Services Company, LLC under a term contract with BBNA Transportation & Infrastructure Development, work order #19 - Long Range Transportation Plan Development, Bristol Project Number: 32240040.

12.0 REFERENCES

- Alaska Department of Labor and Workforce Development – Research and Analysis (ALARI) (n.d.). Alaska Local and Regional Information Database. Retrieved September 2017 from <http://live.laborstats.alaska.gov/alari/index.cfm?r=6&b=7&p=87&goplace=go>
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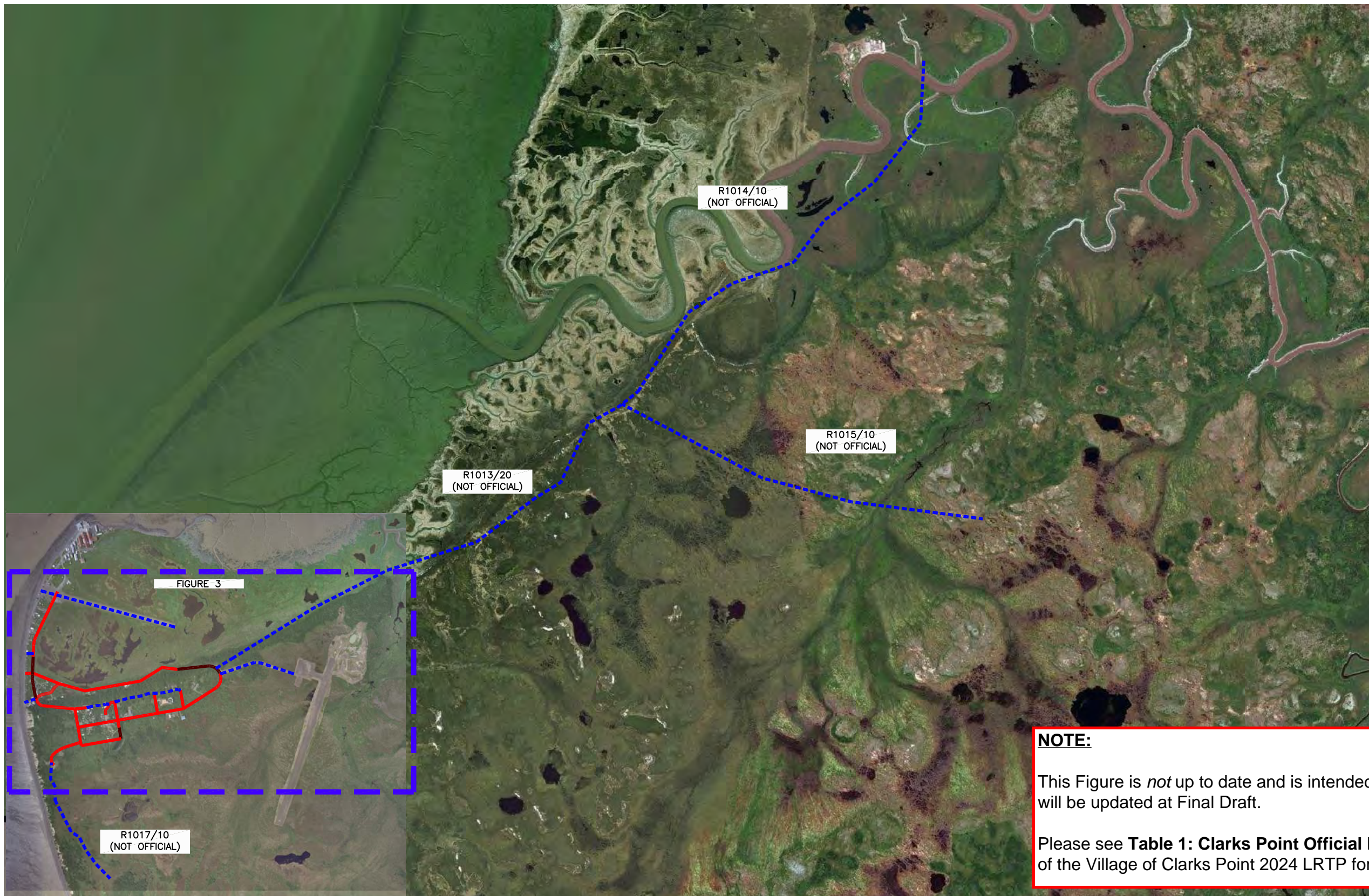
Tribal Transportation Program (TTP) (n.d.). Retrieved 2017,
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<https://www.census.gov/tribal/?st=02&aianihh=6360>

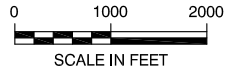
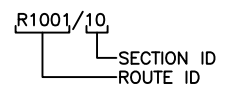
FIGURES

Drawing: \\BESCOM\COMPANY\BESCOM\JOBS\32180038_BENA_LRTP_18\ACAD-DESIGN\CLARKS_POINT\2017_UPDATE\CLARKS_POINT_LRTP_2017.DWG - Layout: FIG 2
 User: D\HANELAND Feb 21, 2018 - 2:57pm Xrefs: CLARKS_POINT_TB_11X17L.DWG STRIP_MAP_BR_85X11P.DWG - Images: CP1.PNG CP2.PNG OCLARKSPTEKUK-EXTRA1.TIF OCLARKSPTEKUK-EXTRA2.TIF



NOTE:
 This Figure is *not* up to date and is intended for reference only. This Figure will be updated at Final Draft.
 Please see **Table 1: Clarks Point Official NTTFI (Section 4.0, Page 11)** of the Village of Clarks Point 2024 LRTP for a list of current official inventory.

LEGEND:
 — OFFICIAL IRR INVENTORY
 - - - INVENTORY ADDITIONS 2018 (NOT OFFICIAL)
 (COLOR VARIES WITH SECTIONS)



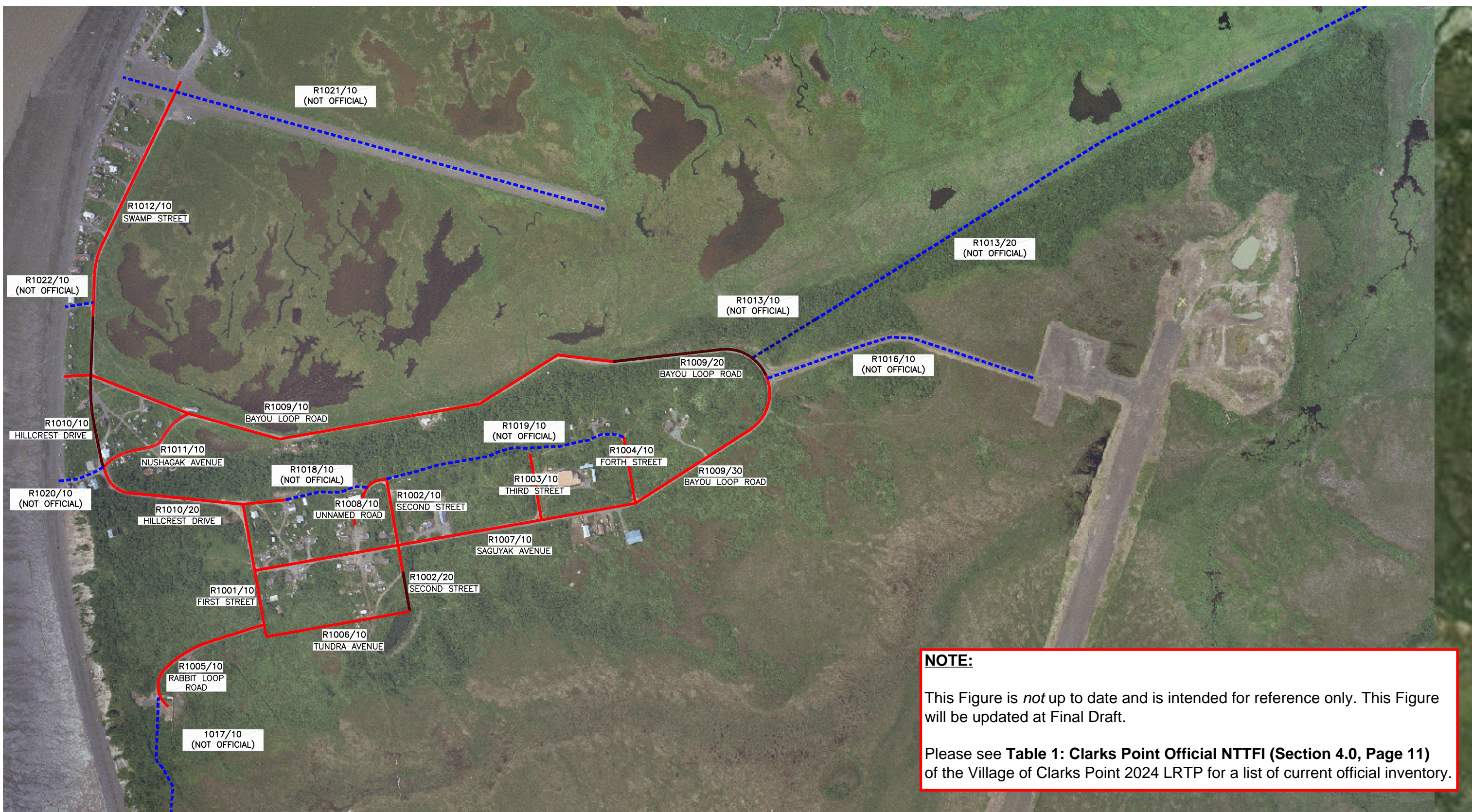
NOTE: IMAGE SOURCE - DCED 2003/
 BING MAPS 2017

FIGURE 2
 CLARKS POINT, ALASKA
 LONG RANGE TRANSPORTATION PLAN
 OFFICIAL INVENTORY / 2018 INVENTORY ADDITIONS



DATUM: NAD 83 STP Z6	DATE 09/12/17	SHEET 1 of
PROJECTION: -	DWN. DKH	
PROJECT No. 32180038	SCALE SHOWN	2
	APPRVD. IPP	

Drawing: \\BESCOM\COMPANY\BESCOM\JOBS\32180038\BNA_LRTP_18\ACAD-DESIGN\CLARKS_POINT\2017_UPDATE\CLARKS_POINT_LRTP_2017.DWG - Layout: FIG 3
 User: Dhandeland Feb 21, 2018 - 2:57pm Xrefs: CLARKS_POINT_TB_1\X17L.DWG STRIP_MAP_MAP_BR_85X11P.DWG - Images: CP1.PNG CP2.PNG OCLARKSPTEKUK-EXTRA1.TIF OCLARKSPTEKUK-EXTRA2.TIF



NOTE:

This Figure is *not* up to date and is intended for reference only. This Figure will be updated at Final Draft.

Please see **Table 1: Clarks Point Official NTTFI (Section 4.0, Page 11)** of the Village of Clarks Point 2024 LRTP for a list of current official inventory.

LEGEND:

— OFFICIAL IRR INVENTORY

- - - INVENTORY ADDITIONS 2018 (NOT OFFICIAL)

(COLOR VARIES WITH SECTIONS)

R1001/10
 SECTION ID
 ROUTE ID



NOTE: IMAGE SOURCE - DCED 2003

FIGURE 3
 CLARKS POINT, ALASKA
 LONG RANGE TRANSPORTATION PLAN
 OFFICIAL INVENTORY / 2018 INVENTORY ADDITIONS



DATUM: NAD 83 STP Z6	DATE 09/12/17	SHEET 2 of 2
PROJECTION: -	DWN. DKH	
PROJECT No. 32180038	SCALE SHOWN	of
	APPRVD. IPP	

APPENDIX A

Official NTTFI



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2024 Inventory

Filter Criteria			
E	2024	01	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

- Location ID
- Region
- Agency
- Reservation
- Road Name
- 4-IRR Route Number
- 5-Section Number
- 10-Class
- 15-Length of Section
- 18-Bridge Number
- 19-Bridge Condition
- 20-Bridge Length
- 32-County
- 33-Congressional District
- 7-State
- 8-Ownership
- 12-Construction Need
- 11-Terrain
- 25-Roadbed Condition
- 24-Surface Condition Index
- 16-Surface Width
- 13-Surface Type
- 9-Federal Aid Category
- 28-Right of Way Status
- 29-Right of Way Width
- TTAM BIA Share
- 30-Additional Incidental Percent
- 17-Shoulder Width
- 14-Shoulder Type
- 22-Existing ADT
- 21-ADT Year
- 23-Percent Trucks
- 34-Owner Route Number
- Roadway Width**
- TTAM Future ADT**
- TTAM ADS Number**
- TTAM Future Surface Type**
- 35-Drainage Condition
- 36-Shoulder Condition
- 37/38 # RR X I NG/RR XING TYPE
- 39-Right of Way Utility
- 40-Right of Way Cost
- 26-Level of Maintenance
- 27-Snow & Ice Control
- 41-Begin Latitude
- 42-End Latitude
- 43-Begin Longitude
- 44-End Longitude
- 45-Atlas Map Number [99]
- 46-50 Grade/Sight/Curve/Stop / Safe
- 51-Road Category
- 52-Year of Construction Change
- Update Year**
- Status**

E01096 Alaska Anchorage Clarks P 1001 - F 1001	E01096 Alaska Anchorage Clarks P 1002 - S 1002	E01096 Alaska Anchorage Clarks P 1002 - S 1002	E01096 Alaska Anchorage Clarks P 1002 - S 1002
10	10	20	20
3	3	8	3
0.1	0.1	0.1	0.1
070	070	070	070
01	01	01	01
AK	AK	AK	AK
1	1	1	1
1	1	3	4
1	1		1
2	2		0
0	0		0
18	15	5	0
1	1	1	0
1	1	1	1
60	60	60	60
100	100	100	100
0	0		0
CKP01	CKP02	CKP02	CKP02
18	15	5	0
37	37	30	37
18	18	19	18
E	E		E
1	1	0	0
0	0	0	0
0	0	0	0
2	2	2	2
0	0	0	0
1	1		
6	6		
01	01		
9	9	9	9
Q	Q	Q	Q
2001 OFFICIAL	2001 OFFICIAL	2018 AT-THE-REGION	2001 OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2024 Inventory

Filter Criteria			
E	2024	01	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	E01096	E01096	E01096	E01096	E01096	E01096	E01096	E01096
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Anchorage	Anchorage	Anchorage	Anchorage	Anchorage	Anchorage	Anchorage	Anchorage
Reservation	Clarks P	Clarks P	Clarks P	Clarks P	Clarks P	Clarks P	Clarks P	Clarks P
Road Name	1003 - T	1004 - F	1005 - R	1006 - T	1006 - T	1007 Saq	1008 - U	1009 - B
4-IRR Route Number	1003	1004	1005	1006	1006	1007	1008	1009
5-Section Number	10	10	10	10	10	10	10	10
10-Class	4	4	4	4	8	4	4	4
15-Length of Section	0.1	0.1	0.2	0.2	0.2	0.4	0.1	0.5
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	070	070	070	070	070	070	070	070
33-Congressional District	01	01	01	01	01	01	01	01
7-State	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	1	1	1	1	1	1	1	1
12-Construction Need	1	1	1	4	3	1	1	1
11-Terrain	2	2	2	2		2	2	1
25-Roadbed Condition	2	2	2	0		5	2	2
24-Surface Condition Index	0	0	0	0		0	0	0
16-Surface Width	15	15	15	0	5	20	12	18
13-Surface Type	1	1	1	0	1	1	1	1
9-Federal Aid Category	1	1	1		1	1	1	1
28-Right of Way Status	1	1	1	1	1	1	1	1
29-Right of Way Width	60	60	0	60	60	60	0	60
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0		0	0	0
14-Shoulder Type								
22-Existing ADT	105	105	105			105	105	105
21-ADT Year	2001	2001	2001			2001	2001	2001
23-Percent Trucks	1	0	2	0		2	1	1
34-Owner Route Number	CKP03	CKP04	CKP05	CKP06	CKP06	CKP07	CKP08	CKP09
Roadway Width	15	15	15	0	5	20	12	18
TTAM Future ADT	156	156	156	74	30	156	156	156
TTAM ADS Number	11	11	11	11	19	11	11	10
TTAM Future Surface Type	G	G	G	G	G	G	G	G
35-Drainage Condition	1	1	1	0	0	1	1	1
36-Shoulder Condition	0	0	0	0	0	0	0	0
37/38 # RR XING/RR XING TYPE	0	0	0	0	0	0	0	0
39-Right of Way Utility	2	2	0	0	0	2	2	0
40-Right of Way Cost	0	0	0	0	0	0	0	0
26-Level of Maintenance	1	1	1	1	1	1	1	1
27-Snow & Ice Control	6	6	6			6	6	6
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	01	01	01			01	01	01
46-50 Grade/Sight/Curve/Stop / Safe	7 5 00 9	7 5 00 9	7 4 10 9	7 5 00 9	7 5 00 9	7 5 00 8	7 3 11 9	7 5 22 9
51-Road Category	Q	Q	Q	Q	Q	Q	Q	Q
52-Year of Construction Change						1976		
Update Year	2001	2001	2001	2001	2018	2001	2001	2001
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	AT-THE-REGION	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2024 Inventory

Filter Criteria			
E	2024	01	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	E01096	E01096	E01096	E01096	E01096	E01096	E01096	E01096
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Anchorage	Anchorage	Anchorage	Anchorage	Anchorage	Anchorage	Anchorage	Anchorage
Reservation	Clarks P	Clarks P	Clarks P	Clarks P	Clarks P	Clarks P	Clarks P	Clarks P
Road Name	1009 - B	1009 - B	1010 - H	1010 - H	1011 Nus	1012 Swa	Cannery	Cannery
4-IRR Route Number	1009	1009	1010	1010	1011	1012	1013	1013
5-Section Number	20	30	10	20	10	10	10	20
10-Class	4	4	4	4	4	4	8	8
15-Length of Section	0.2	0.2	0.2	0.2	0.1	0.3	0.1	1.8
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	070	070	070	070	070	070	070	070
33-Congressional District	01	01	01	01	01	01	01	01
7-State	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	1	1	1	1	1	1	4	4
12-Construction Need	1	1	1	1	1	1	3	3
11-Terrain	3	2	1	3	1	1	1	3
25-Roadbed Condition	2	2	2	2	2	5	1	1
24-Surface Condition Index	0	0	0	0	0	0	0	0
16-Surface Width	18	18	15	15	12	20	6	6
13-Surface Type	1	1	1	1	1	1	9	9
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	1	1	1	1	1	1	1	1
29-Right of Way Width	60	60	60	90	40	50	60	60
TTAM BIA Share	100	100	100	100	100	100	9.03	9.03
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type								
22-Existing ADT	105	105	105	105	105	105		
21-ADT Year	2001	2001	2001	2001	2001	2001		
23-Percent Trucks	1	1	1	1	1	1		
34-Owner Route Number	CKP09	CKP09	CKP10	CKP10	CKP11	CKP12		
Roadway Width	18	18	15	15	12	20	6	6
TTAM Future ADT	156	156	156	156	156	156	30	30
TTAM ADS Number	12	11	10	12	10	10	19	19
TTAM Future Surface Type	G	G	G	G	G	G		
35-Drainage Condition	1	1	1	1	1	1		
36-Shoulder Condition	0	0	0	0	0	0		
37/38 # RR X I NG/RR X I NG TYPE	0	0	0	0	0	0		
39-Right of Way Utility	0	0	2	2	2	2		
40-Right of Way Cost	0	0	0	0	0	0		
26-Level of Maintenance	1	1	1	1	1	1		
27-Snow & Ice Control	6	6	6	6	6	6		
41-Begin Latitude							58.83780000	58.83880000
42-End Latitude							158.53640000	158.53290000
43-Begin Longitude							58.83880000	58.85250000
44-End Longitude							158.53290000	158.49390000
45-Atlas Map Number [99]	01	01	01	01	01	01		
46-50 Grade/Sight/Curve/Stop / Safe	7 4 1 1 9	7 4 1 1 9	7 5 0 0 9	7 5 1 1 9	7 3 2 2 9	7 5 1 1 8		
51-Road Category	Q	Q	Q	Q	Q	Q		
52-Year of Construction Change							1960	
Update Year	2001	2001	2001	2001	2001	2001	2001	2018
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2024 Inventory

Filter Criteria			
E	2024	01	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	E01096	E01096	E01096	E01096	E01096	E01096	E01096	E01096
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Anchoraq	Anchoraq	Anchoraq	Anchoraq	Anchoraq	Anchoraq	Anchoraq	Anchoraq
Reservation	Clarks P	Clarks P	Clarks P	Clarks P	Clarks P	Clarks P	Clarks P	Clarks P
Road Name	Unnamed	Unnamed	Airport	Clarks P	Unnamed	Unnamed	Unnamed	Old Airs
4-IRR Route Number	1014	1015	1016	1017	1018	1019	1020	1021
5-Section Number	10	10	10	10	10	10	10	10
10-Class	8	8	3	3	8	8	3	3
15-Length of Section	1.7	1.4	0.3	0.2	0.1	0.1	0.1	0.5
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	070	070	070	070	070	070	070	070
33-Congressional District	01	01	01	01	01	01	01	01
7-State	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	4	4	3	4	5	5	5	5
12-Construction Need	3	3	2	2	3	3	2	2
11-Terrain								
25-Roadbed Condition			5	2			3	4
24-Surface Condition Index			40	20			50	50
16-Surface Width	6	6	24	9	5	5	16	70
13-Surface Type	9	9	3	3	1	1	3	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	1	1	1	0	1	1	1	1
29-Right of Way Width	60	60						
TTAM BIA Share	9.03	9.03	100	100	9.03	9.03	100	100
30-Additional Incidental Percent								
17-Shoulder Width								
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								
Roadway Width	6	6	24	9	5	5	16	70
TTAM Future ADT	30	30	37	37	30	30	37	37
TTAM ADS Number	19	19	18	18	19	19	18	18
TTAM Future Surface Type			E	E			E	E
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR X I NG TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude	58.85250000	58.85140000	58.83680000	58.83200000	58.83490000	58.83520000	58.83540000	58.84110000
42-End Latitude	158.49390000	158.49560000	158.53850000	158.55560000	158.55200000	158.54910000	158.55720000	158.55640000
43-Begin Longitude	58.87000000	58.84580000	58.83680000	58.83020000	58.83510000	58.83590000	58.83510000	58.83920000
44-End Longitude	158.46500000	158.45890000	158.53080000	158.55520000	158.54960000	158.54260000	158.55830000	158.54320000
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change			1959	1959			1959	1959
Update Year	2018	2019	2019	2018	2019	2019	2019	2019
Status	OFFICIAL	RETURNED-TO-RE	OFFICIAL	AT-THE-REGION	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2024 Inventory

Filter Criteria				
E	2024	01		

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	E01096
Region	Alaska
Agency	Anchorage
Reservation	Clarks Pt
Road Name	Unnamed
4-IRR Route Number	1022
5-Section Number	10
10-Class	3
15-Length of Section	0.1
18-Bridge Number	
19-Bridge Condition	
20-Bridge Length	
32-County	070
33-Congressional District	01
7-State	AK
8-Ownership	4
12-Construction Need	2
11-Terrain	
25-Roadbed Condition	3
24-Surface Condition Index	20
16-Surface Width	10
13-Surface Type	3
9-Federal Aid Category	1
28-Right of Way Status	1
29-Right of Way Width	
TTAM BIA Share	100
30-Additional Incidental Percent	
17-Shoulder Width	
14-Shoulder Type	
22-Existing ADT	
21-ADT Year	
23-Percent Trucks	
34-Owner Route Number	
Roadway Width	10
TTAM Future ADT	37
TTAM ADS Number	18
TTAM Future Surface Type	E
35-Drainage Condition	
36-Shoulder Condition	
37/38 # RR XING/RR XING TYPE	
39-Right of Way Utility	
40-Right of Way Cost	
26-Level of Maintenance	
27-Snow & Ice Control	
41-Begin Latitude	58.83770000
42-End Latitude	158.57500000
43-Begin Longitude	58.83770000
44-End Longitude	158.55810000
45-Atlas Map Number [99]	
46-50 Grade/Sight/Curve/Stop / Safe	
51-Road Category	
52-Year of Construction Change	1959
Update Year	2019
Status	OFFICIAL

APPENDIX B

Inventory Amendments to Existing Inventory

(Will be added at Final Draft)

APPENDIX C

Route Packets

(Will be added at Final Draft)

APPENDIX D

Public Involvement

(Will be added at Final Draft)

APPENDIX E

NTTFI Priorities

(Will be added at Final Draft)

APPENDIX F

Route Resolution

(Will be added at Final Draft)