CHICKALOON NATIVE VILLAGE

Long Range Transportation Plan

Approved
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RESERVATION #: E01081

Tribal Transportation Program
(a.k.a.)
Indian Reservation Roads Program

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LONG RANGE TRANSPORTATION PLAN

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CHICKALOON NATIVE VILLAGE
LONG RANGE TRANSPORTATION PLAN

RESERVATION #: E01081

Introduction

The Transportation Department's mission is to provide safe, reliable and efficient transportation of people, goods and vehicles among our communities, keeping our traveling Tribal Citizens, and the public, safe and secure, increasing their mobility, and contributing to the areas economic growth. The Transportation Department includes major areas, such as: Public Facilities, Commuter Service, Transit, Trails, Aviation, Waterborne and Surface Transportations.

The goal of long-range transportation planning is to develop and maintain a transportation system that complements the social and economic development of our Tribe and Tribal Government trough the efficient and effective movement of people and goods using limited funds.

The Chickaloon Village Traditional Council's (CVTC) Transportation Department promotes safe, efficient and appropriate Tribal transportation systems through provision of a forum for issue identification and resolution, for information dissemination, both internally and externally, and for evaluation of progress.

The Transportation Department also promotes environmental mitigation activities to restore and maintain the environment. These activities are carried out in conjunction with the Environmental Stewardship Department and the Chickaloon Village Traditional Council. Without access to the Tribe's lands, there can be no stewardship, restoration, or maintenance of the present environment.

1.0 GENERAL DESCRIPTION

Chickaloon Native Village, a part of the Athabascan Nation, is a federally recognized Tribal government and domestic Nation. Chickaloon Native Village has tax-exempt status as provided by the Indian Tribal Government Tax Status Act of 1982. The Chickaloon Village Traditional Council, headed by a Clan Grandmother (we have a matrilineal society), governs Tribal citizens, all programs and services, and currently provides assistance for more than 250 Tribally enrolled citizens, as well as over 2000 other Native Americans in our jurisdictional area.

Since the organization of the Chickaloon Village Traditional Council, great strides have been made in each of the primary purpose areas, including the area of Protection of Ancestral Lands, where the Council has sought to reassert its jurisdiction over Chickaloon Native Village's traditional area, provide protection for the animals, waters, land, and peoples from environmental threats. The Council has also established fishing and hunting regulations.

The Chickaloon Village Traditional Council acknowledges the crisis in Native life and is attacking the root causes of problems at a local level. The Tribe believes it takes great individual effort in caring for a community and its citizens. Toward self-determination, the Council has established a Tribal Court System, Tribal Ordinances and a Constitution. The Chickaloon Village Traditional Council will continue to address problems that have contributed to our social decay.

The Village's population is widely disbursed within the Matanuska Valley, with citizens living in small urban areas, such as the communities of Palmer, Wasilla, Sutton and Chickaloon. The Tribal philosophy is inclusive of *all* who live within these communities, regardless of ethnic background. The philosophy of caring for the land and the children to assure our very existence will continue for future generations.

Within our primary location, our citizens had foot trails from the ocean in several different places on the Prince William Sound as well as the Cook Inlet, to the Southcentral area, past the glaciers, and on into the Copper River area. (There were other major foot trails to the northern and southern areas of the state, also). Some of these trails have been documented in books by James Kari and Pete Shem.

The Glenn Highway is the only highway that bisects our territory. It follows one of our foot trails from Anchorage, to Palmer to the Copper River area in the east. Our Citizens were major traders within this area and had learned the languages and dialects of the peoples to the east, west, north and south of us.

The Glenn Highway (National Scenic Highway/Byway) is the only major road in our location. There are several small roads leading from the Glenn Highway, but few lead to our citizen's lands and resources. Our Transportation Program needs to plan, develop and construct a total infrastructure to make the lands useful for a balance between economic development, farming, possible bison herding, alternative energy development, and traditional subsistence uses of plants and animals. The road infrastructure will also enable our Village citizens to care for our lands as we did prior to the influx of other peoples and their settlements.

1.1 *Location*

The Chickaloon Native Village is located in the Matanuska Valley in Southcentral Alaska, a forested area of striking beauty rimmed by the Chugach and Talkeetna mountains. Chickaloon Native Village is located some 78 miles northeast of Anchorage, Alaska on the Interstate Highway and Alaska Highway System, number 1, the Glenn Highway, and the Village's Transportation Department is approximately 8 miles northeast of Palmer, at Milepost 55-1/2.

Presently, our Tribal lands (received under the Alaska Native Claims Settlement Act) lie from approximately 61.796670 degrees North Latitude, -148.46278 degrees (West) Longitude, intermittently to approximately 61.542220 degrees North Latitude, -149.033330 (West) Longitude. (Approximately Township 019 North, Range 003 East, Seward Meridian through Township 17 North, Range 002 East, Seward Meridian.) This is from the area known as Chickaloon, through to the

Butte area, just outside of Palmer. There are several other parcels of land citizens received in the ANSCA settlement that are in other more widely diverse areas of the Talkeetna Mountains and across the Cook Inlet.

1.2 *Background*

The Northern Athabascan people have occupied central Alaska and northwestern Canada for more than 40,000 years according to native oral traditions of our elders. The citizens of Chickaloon Native Village spoke both the Dena'ina and Ahtna Athabascan languages, as the village lay between the two regions. In the 19th century only the Ahtna Athabascan speakers have remained in the Chickaloon Native area.

The Athabascans of Chickaloon area spoke a language and preserved a unique culture found nowhere else in the world. Our steadfast, flexible, intelligent natures have allowed us to continue to preserve a unique northern environment for our children, who continue today to respect all of the plants, animals, and peoples found in their traditional homelands. The Athabascans have preserved, as a people, a society despite all the drastic changes brought upon them by the arrival of colonists from Russia, Europe and the United States.

Before the arrival of the Russians and later the Americans, we Athabascans of Chickaloon lived, hunted, trapped and fished, traded and carried on our traditions as we camped and traveled extensively from the Copper River Basin to the South of the Kenai Peninsula. Traditionally, Chickaloon territory was a central point of trade of copper, sheep and goats from the north, and salmon, beluga, fur seals and dentalium shells from the south.

It was not until 1898 when an American Army officer, Lieutenant Joseph Castner, led an expedition from Knik to Fairbanks that the Chickaloon area and its people were documented. Lieutenant Castner's short visit with the Chickaloon citizens opened the region to the Americans - the world of the Chickaloon Athabascan changed forever.

The discovery of excellent anthracite coal along the Chickaloon River and south of the Matanuska River brought the U.S. Navy and private companies intruding into the territories of the Chickaloon citizens in early 1900's. The impact of this invasion was devastating. Irresponsible mining practices destroyed the salmon runs in the Chickaloon River and other nearby streams. In 1918, the outsiders brought "Spanish Influenza" to Southcentral Alaska and devastated the region killing thousands of Alaska native peoples, including a great many Chickaloon citizens. Many of these citizens are buried in Chickaloon in our graveyard.

The construction of the Alaska Railroad in 1917 and the Glenn Highway in 1941 all ended the isolation of the Chickaloon citizens. This changed the economic structure of this region as both modes of transportation were pushed through the region. In 1935, the Federal Emergency Relief Administration brought 202 colonists and their families to the Matanuska-Susitna Valley. This also impacted our village, as well as neighboring villages, as the colonists brought tuberculosis with them as well as a different way of life. Of note, the original Alaska Railroad

tracks were removed and replaced by a Federal, state, and local (Borough) road system.

The Chickaloon Village government identifies and tries to fulfill the needs of the Chickaloon community and surrounding area by addressing first the needs of Tribal citizens, other native Alaskans, other indigenous people in our area, and then all others living within our service areas or traditional boundaries. We also serve others outside of our immediate area through agreements with other Tribal governments, trainings offered to others, and through numerous local, state, national and international collaborations and activities.

Because it is taboo to "count our relatives" unless we are going to war, we have been authorized by the Clan Grandmother and Tribal Elders to state that Chickaloon Village has 250 Tribal Citizens.

We consider one of our major roles as a government is to serve the Tribal citizenry and the public in a manner that helps our citizens reach their highest and best potential. We view each person, regardless of their station in life, as vital to the community. We approach each individual without judgment and render assistance in whatever manner allows us to lift our citizens to self-sufficiency and to advance to their higher possibilities once basic needs are met, and this is best done by using individualized plans. As a result we meet not only the most desperate of situations, but also those allowing the growth of our citizens so we are all more capable in our professional and private lives. We apply the idea that there is a hierarchy of needs every person must address to reach their highest potential as a human being.

We first address the basics of food, clothing and shelter as a starting point. These needs are addressed through direct services described in the following sections, always with the goal of individual capacity building. Next in the hierarchy of needs is safety and security, met through our programs and services and those offered by other organizations that the Tribe works with in the course of our activities. We are often the connecting agency bringing people and the right resources together to resolve individual and community problems. The next level in the hierarchy of needs deals with the concept of belonging, or being a part of something larger than oneself, such as our Tribe, within a western community. For some of our citizens this is a process of reconnecting to our roots, grounding us in who we are, and where we came from. This sense of place in our world helps us each to focus on our possibilities. As the last step in this journey, we help our citizens onto self-actualization or the idea of reaching our highest and best potentials as individual peoples. This last step is where Chickaloon Village Traditional Council has excelled. Through the development of strong, self-assured and capable individuals we have built our government and continue to improve services that translate into solutions in peoples' lives and that leads to strong communities.

Governments gain their authority ultimately from those who are governed. We believe government can help people accomplish those things that would otherwise be difficult alone. We have found that by approaching government from

this direction we are able to keep in front of us the very values that have sustained us over time while creating the kind of self-directed individuals that make a difference. The traditional values of sharing, mutual responsibility, family and service to others are exemplified by a functioning Tribal government such as Chickaloon Village.

Our Village has been recognized as a leader among over 570 Tribes nationally in several areas including, education, health, social services, environmental planning and numerous other areas. We have been recognized by the Kennedy School of Government at Harvard, the Ford Foundation, the Mayo Clinic, and many other organizations over the past years. We have created model programs in every area where we are active.

The programs outlined below are the basic activities that will lead to a One Hundred-Year Model plan for the Village. It is the intention of the Village to create a sustainable long-term development plan that will be implemented on a multi-generational basis. It is the intent of the Council to create an overall plan that will address the short and long-term needs of the Tribe to assure we will maintain our economic independence on a platform of traditional Tribal values.

1.3 *Infrastructure*

Chickaloon Native Village is a federally recognized Alaska Native Tribe (Fed. Reg. Vol. 53, No. 25, 12/29/1988) governed by the Chickaloon Village Traditional Council (CVTC), and our service are covers all the way from Cook Inlet, between Knik River and the Seward Meridian, up through the Talkeetna Mountains following the Susitna Drainage to Lake Louise and back down to the Chugach Mountains.

Chickaloon Village is an Ahtna Athabascan/Dene Indian community located in Southcentral Alaska, a 90-minute drive from Anchorage, Alaska. Chickaloon Village has six different departments managing grants and contracts from a wide range of funding agencies and donors. We provide employment for 40+ staff members with over 50% Chickaloon Village Tribal Citizens or their immediate family members. Chickaloon Village's Accounting Department oversees the financial management of a multi-million dollar organization budget following generally accepted accounting principles and has received multiple external annual audits without findings or material weakness (ten to date).

Chickaloon Village has been recognized for the exemplary vision, implementation and grant administration/reporting of its programs by the U.S. Environmental Protection Agency (which recently stated that the accounting and reporting policies and procedures of the Chickaloon Village should serve as a model for other Tribes) and by Harvard University's Kennedy School of Government which awarded its 2002 Highest Honors Award in Tribal Governance to the Chickaloon Village Ya Ne Dah Ah "Ancient Teachings" School. In 2006 the Moose Creek Restoration Project received a national-level U.S. Fish and Wildlife Service (USFWS) Award "in recognition of outstanding contribution to fisheries and habitat conservation", and was one of a few projects nationwide to be awarded inaugural funding from the National Fish Habitat Initiative.

1.3 (a) Communication

The communication program has developed over twelve years and involves outreach of many kinds: a web site has been developed, www.Chickaloon.org; the Chickaloon MiniNews, distributed via electronic format to over 700 people weekly; and a printed news publication, The Chickaloon News, that is released four to ten times a year.

Articles, letters to the editor, public presentations, visits to public schools to share history and tell ancient Athabascan stories and legends, lectures, training offerings, and direct interaction with news media outlets, and social media such as Facebook, all serve to keep citizens and community informed on our issues, and matters of importance to the entire community. We have considered the communications issues exceedingly important, not just to our own citizens, but also as a method to inform and involve the larger community in our efforts. Our communication efforts travel throughout Alaska, the other 49 States, as well as internationally.

1.3.1 Departments of the Chickaloon Village Traditional Council

The departments of the Tribe are divided into various functional areas. These departments, although described separately below are all interactive. These departments often overlap in their projects and missions with a great deal of cross-fertilization built into the model. People are encouraged to find collaborations and look at the Tribe as a whole system. As a result, departments are connected and supportive of one another, avoiding the territorial issues present in many western organizational structures.

1.3.2 Administration/Accounting

The Executive Director is responsible for the day-to-day internal operation of the Tribe. The Executive Director deals with external communication with outside organizations, other governments, consultants and nonprofit organizations and is a facilitator for projects, departments and activities of various kinds. This is a hands-on position with the individual engaging in multi-level administrative tasks and public relations, with efforts that create maintain and enhance projects. This position is the only staff position that is hired by and directly reports to the Council.

The Accounting Department is responsible for all financial transactions, reports and data requirements for as many as forty-five separate funding grants and contracts for the Tribe at any given time. The Department also manages the self-funded activities of the Tribal government, and assures compliance with the complex requirements of each grant contract. External independent auditors audit this department, and the other Tribal programs, each year, and there may be several specific audits by granting/contracting organizations. These audits are highly regulated by the federal government to assure generally accepted accounting principles are utilized and we are in compliance with the granting agencies. The external auditor is contracted by the Council as their independent eyes checking into the details of the functions of the Tribal government. This

provides a useful measure of oversight that ultimately has lead to increased performance of our staff and success with our grants.

1.3.3 *Education*

The Education Department runs a variety of programs and reaches into the entire community through numerous educational programs. This department was the first formed in the Village as our Clan Grandmother, Katherine Wade, saw this as the greatest need for the tribe is to preserve our culture, language and heritage. The wisdom of this decision has been demonstrated by the results that have been achieved by a very highly motivated team of citizens under Katie's guidance. The vision for this department is not limited to just K-12 education but also is intended to be the long-term beginnings of an educational campus for higher educational areas as well as adult learning opportunities. The Village has dedicated land and resources to this effort as well as developed water and sewer systems to meet future expansion. The following are operated under the auspices of the Education Department and represent the main areas of the department:

1.3.3 (a) K-12 Education

The Ya Ne Dah Ah School was established as a starting point for the Village, and when founded, as well as for many years thereafter, was the only Tribal school in Alaska. The school was first operated out of a building that was a drive-in restaurant, and then moved to a small building without running water, but with a better space for children to learn in.

The Tribe financed a new facility, completed in 2005, now housing the School and Preschool operations of the Village. September 2005 saw the first classes in the new facility. The new facility has a full kitchen, bathrooms, and is handicap-accessible. Over the years much good has come of the effort, including the return of our first students to the Village as employees and project managers.

The Ya Ne Dah Ah School has been recognized by the Kennedy School of Government at Harvard and the Ford Foundation with high honors nationally as one of the finest programs in the country. This is a K-12 program with most children in the elementary grades. We have had several children from the surrounding community also attending the Ya Ne Dah Ah School with great success.

The Tribe also operates a Preschool in the same facility as the school for children of citizens, employees and local community members. The objectives of the Preschool are to include the children as early as possible in our cultural programs and help them start the learning processes for school.

1.3.3 (b) Language

The preservation of language is one of the central objectives of the Education Department. Several hundred thousand dollars have been invested through progressive grants to preserve the language and develop programs to teach the next generation our language. There are very few remaining speakers of our language, making this project a high priority for Tribal citizens.

The Education Department has developed interactive language programs on CDs that run on computer and other media for teaching children and adults. The objectives of the program are to create tools for teaching and learning the language, develop an immersion program for language and bring the language into more common use among our citizens. Our language is recognized as central to our culture. In 2007 the Education Department developed a program to integrate the language program onto our website for everyone's use.

1.3.3 (C) Curriculum Development

Curriculum development has been a major area of interest and effort through several multi-year projects. We have developed complete K-12 curriculum lesson materials in eleven comprehensive packages. These packages included workbooks, texts, teachers' editions, audio, video and construction kits for children. The materials were made available through collaboration with the Matanuska-Susitna School District and others, so an accurate portrayal of this community's history could be developed for all children residing in our area.

These materials are highly regarded by professional educators and Tribal citizens throughout Alaska and are a model for others to follow. Some of these materials will be used in developing products for individuals, academic institutions, libraries and others. In addition to developing the curriculum we have saved for future generations a significant amount of Elder interviews, historic knowledge and first hand recollections of the culture, history and activities of Tribal citizens going back for many generations.

1.3.3 (d) Cultural Programs

The Village integrates cultural activities into the community both internally and externally. Internally, cultural training, crafts, dance and other activities are encouraged and facilitated with employees and Tribal citizens. Externally, we provide presenters, speakers, cultural experiences and dance to many different schools and events, Elder care facilities, nonprofits, and other organizations throughout Alaska as well as the other 49 states.

Using the Johnson-O'Malley program at the Matanuska-Susitna Borough School District integrated many of our programs effectively into the district schools. We are able to reach more children in a relevant way, allowing them to be connected to other areas of the Village. We have also been able to supplement programs like the Native Youth Olympics and other activities to encourage and engage young tribal citizens and their friends.

1.3.3 (e) Summer Youth Programs

We have operated a successful youth employment program during the summer months and have been able to operate other youth activities during the summer. Fish camp, outdoor survival, environmental exploration and other opportunities for youth are operated by the school during the summer months.

1.3.4 Health *and Social Services*

Health

The Health Department housed in Sutton, Mile 61.5 of the Glenn Highway, began as a Health Transportation Program. The initial effort was to facilitate the transportation needs of Tribal people so that they could get to their medical appointments in Anchorage, Palmer and Wasilla. This has been a very successful program and has helped solve many health-related issues allowing early detection by eliminating transportation as a main factor in accessing health care. However, there is a great demand for this Transportation and not enough funding to handle the demand.

We have also provided chore work for the elderly and disabled through contractors and our own Community Health Aid (CHA). Our CHA has progressed through the training necessary to engage in increasingly more complex forms of medical assistance. The program expanded from there to include a Physicians Assistant in our own clinic to deal with primary care for Native Americans in our area. We are able to address the primary care needs of many and are organizing the department in a manner that will allow us to see all members of our community regardless of race, with a sliding fee scale based income.

This clinic is a high priority for the Tribe because of the lack of facilities in our area. We have made it a goal of the department to find funding that will allow us to address all of the communities' needs. We are actively engaged in efforts that will lead to this outcome in the next several years. Additionally, we actively participated in collaboration with the Knik Tribal Council and the Southcentral Foundation in establishing a Native American Primary Care Facility in the Wasilla area.

The department is presently pursuing grants for a new clinic in Sutton, housed in the proposed Gathering Place, to include operating budget subsidies allowing us to see anyone in the community on a sliding scale basis so everyone, Tribal and non-tribal alike, can access services even if uninsured or underinsured.

We are also participating in a health planning effort organized by the Matanuska-Susitna Borough to enhance health care in the Valley through local providers. We are actively pursuing food/nutrition programs, Elders' care, and other health-related initiatives. We have Elders' lunches weekly at the Sutton Government Building.

<u>Social Services</u>

Chickaloon Village has developed the most efficient, rapid-response social service model in the state. We can respond to an identified need in as little as two hours, rather than the sometimes weeks of waiting required by other agencies. We are the resource of last resort to many Native Americans in our area, serving over 1100 individual cases in FY 2006, according to the statistics reported to the Bureau of Indian Affairs. Funding cuts in the last years have also cut into our much-needed services.

What has been found is that by us responding quickly with the client's success as the main point of the contact and allowing the lowest level of decision-making, we are able to meet needs not only rapidly but at a very low cost per contact

compared to other agencies. Often we encounter working "poor" who are taking care of their own needs without any assistance, but when an emergency happens - the car stops working jeopardizing employment, a refrigerator malfunctions, or an eviction is eminent because of some minor problem, it creates an insurmountable hardship for the individual. For many families, this is the end and they are soon unemployed and on the street, costing thousands of dollars to the state when a rescue is needed. The demoralizing impact of these disasters in peoples' lives takes individuals from the dignity of self-sufficiency to total dependence – the absolutely wrong situation.

We have found by early intervention and authority being placed with our Case Manager, the problems get solved and people remain self-sustaining. We, also, through these interactions with people, discover ways to increase skills and employability, so not only is that family helped, but they are then in a position to be of help to others.

When a holistic approach is taken to the family within a cultural context, great things are possible and have been achieved. In those 1100 cases we have yet to have any complaints about these services. We have also extended these services to include Knik Tribal citizens with the agreement of their Tribal Council. The resources used in managing these programs reduce costs to the state and other agencies while solving the problems in a manner that allows people to stand on their own.

The Social Services of the Health Department also offers vocational training assistance, scholarship for degree programs, and coordinated services and referrals to many outside agencies. Often acting as "navigators" through otherwise difficult bureaucracies, we help individuals find their way through, particularly when they are located out of city centers and have limited resources to find the basic help necessary to regain economic independence. A number of other services are connected to people through this program that are not discussed here, but address virtually any real needs that a person might have on the way to becoming self-sustaining individuals and households.

1.3.5 *Environmental Stewardship Department*

For the last decade the Environmental Stewardship Department has been actively involved in land and wildlife conservation, restoration and research. The Environmental Department has nurtured the land and animals through the coordination of salmon stream restoration, the development of community gardens and a four-season community greenhouse, participation in fish and wildlife research, and development of a watershed ecosystem based plan.

In addition the Chickaloon Tribe encourages sustainable development and community input to maintain a high quality of life and conserve our cherished lands. This department has completed a number of baseline studies and small demonstration projects including, a wind study, a hydroelectric study and a 2.5KW solar demonstration project at Moose Creek. Also completed are water quality baseline studies in advance of development in our area so that the true impacts of development on water quality can be monitored.

1.3.5 (a) Environmental Protection

We recognize the need for sustainable development in order to create jobs and work opportunities and activities for our citizens and other residents. The integration of environmental planning increases the likely success of our projects and assures that short-term gains are not traded for long-term losses.

Recently Chickaloon Native Village's Environmental Stewardship Department alerted the community when coal-bed methane drilling projects were approved by the state without community input. This resulted in the most important policy discussions in our area that effectively forced changes in the state law and strategy of development in our area. Also, previous baseline water studies may assist in determining if specific future developments are responsible for degradation in the quality of our local waterways and drinking water sources.

1.3.5 (b) Moose Creek Fish Passage Restoration

The department has coordinated a multi-phased and multi-year fish passage restoration project for anadromous fish. Historically Moose Creek had abundant salmon runs, but because of railroad and coal mine developments in the 1920's there were significant fish passage barriers on the creek.

In collaboration with federal and state agencies and local community councils, the department conducted engineering site assessments, biological assessments, developed stream restoration designs, received project funding, conducted restoration construction, and initiated post-construction monitoring of the stream. The project restored fish access to more than 7 miles of spawning and rearing habitats in a stream that at one time provided a significant amount of fish to our Village and community. Phase 1 of the stream restoration project was completed in 2005 and phase 2 was completed in 2006. A major 50 – 100 year (per USGS) flood occurred in the fall of 2006 and again in 2012 and the restored stream channels held up and maintained fish passage.

In 2007 the Environmental Department constructed several log jams on Moose Creek, initiated a King Salmon population enhancement project, and researched other fish populations and habitats for potential restoration project

1.3.5 (c) Sustainable Foods

Increasing local food production and training individuals to grow their own food became a recognized need during health-related initiatives. Recognizing the loss of traditional food sources and lack of knowledge about nutrition and healthy eating habits, we initiated these programs.

We have funded and constructed a community four-season greenhouse as a model for other communities, using local and recycled materials. We have a small community garden that provides food for elders' luncheons and for an elders' food program. We use alternative energy sources and innovative arctic growing concepts to integrate the best technologies to yield wholesome food. We are exploring the possibility of expanding this sustainable foods program to include bison rearing, community farming on a large scale, food production facilities and restaurant facilities for our own internal uses (elder's food program, student

lunches) and a commercial kitchen facility to assist us in sustainability and economic development. The Ya Ne Dah Ah school students have been active planting seeds and weeding.

Several Alternative Energy studies have been completed in the past years for Chickaloon Native Village, including hydro, solar, and wind generation. The prime site for several of these Alternative Energy developments needs access by roads in our Tribal Transportation Program Inventory. A Transportation Feasibility Study has been undertaken to access this land.

1.3.5 (d) Ecosystem Based Plan

Chickaloon Village has developed an Ecosystem Based Plan for the Matanuska River Valley. The plan provides a set of maps and an easily accessible database of information on the Matanuska Valley to enable the Tribe, Tribal citizens, residents, user groups, developers, and other individuals to make informed decisions on land use.

There are currently 17 different maps displaying information such as physical features of the area, vegetation types, animal and fish habitat, past and current development. An Ecosystem Based Plan is a land use plan that is based on the health and functioning of the ecosystem (the relationship between the land, water, humans, plants, and animals), and on cultural and community values. Community involvement, through interviews, workshops, and meetings, is essential to the Ecosystem Based Plan's development and success.

1.3.5 (e) Mapping

The Village has a complete Environmental GIS-based mapping system that has allowed us to integrate local, state, federal and Tribal data into a single database, allowing us to utilize detailed information required for land use decisions. We can produce from pocket size to wall size full-color maps of virtually any lands. The Tribe has already mapped the Matanuska Watershed.

The Transportation Department has incorporated a GIS Database on all types of transportation with their GIS system. The system is continually updated with new Inventory Routes added to the Tribal Transportation Program inventory.

1.3.5 (f) Forest studies

Two forest studies have been completed. The first was conducted in 1988 and updated (the second) in 1999. The result of the studies was that a 70-90 year forest cycle was identified. There is limited economic incentive to develop the forest unless value-added activities are a part of the effort. Product development and careful management could allow for the limited harvest of selected timber for immediate use in building projects or other value-added activity.

1.3.5 (g) Non-timber Forest Products Study

A separate study was undertaken over a two-year period to identify non-timber forest products. These products include birch syrup, medicinal plants, herbs, berries and other forest materials that could lead to economic activity without

sacrificing the forests by integrating the harvesting and selective reseeding among the many identified possibilities.

1.3.6 Law Enforcement

Law enforcement and Tribal court power are recognized and supported at the federal level. A number of grants in prior years have allowed the Village to develop public safety, search and rescue operations, and to develop of our Tribal courts. The grants and activities are summarized below:

1.3.6 (a) Patrol Officers

Patrol officers were funded for eight years through a number of Department of Justice grants combined with our local Tribal funding. These programs allowed us to train and equip a number of officers who were trained through the Anchorage Police Academy, Alaska State Troopers Academy, and other training programs, including the Bureau of Indian Affairs.

The program coordinated all criminal investigations with the Alaska State Troopers, who have jurisdiction over criminal matters in the state, while we enforced civil law and Tribal child welfare issues.

In the course of our work we were able to assist in several search and rescue operations, investigate race-related crimes and major criminal investigations that led to several arrests over the years.

Currently, the Tribe is operating a volunteer police force with a focus on search and rescue. Due to lack of matching funding, the Tribe has been unable to continue U. S. Department of Justice grants, however a new grant received in FY 2012 will allow for funding of our Court system as well as Peace Officers once again.

1.3.6 (b) Fish and Game Enforcement

Patrol Officers are responsible for protection of fish and game resources on our lands. This area is now operated as a volunteer effort at the present time.

1.3.6 (c) *Tribal Courts*

The Tribal Court is heavily involved in Indian Child Welfare issues, civil matters between Tribal citizens, and other areas permitted by federal law. We are also working with a number of other Tribal Governments in the Cook Inlet area who have a shared interest in creating an Appeals Court system. The Appeals Court system is under development.

1.3.7 *Housing*

The Housing Department has built a number of residential units for use by low-income Alaska Native and/or American Indian households. With both single-family residences and duplexes, the increase to low-income housing inventories in the Matanuska-Susitna Borough opens opportunities to many Natives who could otherwise not afford housing.

The Village has negotiated an In Lieu of Tax Agreement with the Matanuska-Susitna Borough, facilitating significant development in this area.

Our housing team is also responsible for other construction in the Village through other funding sources, including commercial loans to the Tribe for our projects. The field crew is headed by a certified state building inspector. The team has built both residential and commercial projects and has worked on a number of significant major maintenance and remodeling projects as well.

1.3.8 Transportation

A Long Range Transportation Plan has been developed and accepted by the federal government. The Transportation Plan, under new federal regulations, "Moving Ahead for Progress in the 21st Century Act", (MAP21), will transfer to the Tribe approximately $ 642,548 in FY 2013 and 20% less each following year for the next four years. These funds may be used as federal matching funds for State of Alaska and Matanuska-Susitna Borough joint projects because the U. S. Department of Transportation, Tribal Transportation Program / Chickaloon Native Village Agreement shows that these funds the Tribe receives lose their federal designation and may be used as matching funds for joint projects.

With the Tribal Long Range Technical Help Grant from the Community Transportation Association of America, and a Federal Transit Administration Planning Grant, we have worked to plan for and enable our communities' populations to travel by transportation alternatives to single user vehicles. The draft plan is completed and may be found at LSC Transportation Consultants Inc. website. The State of Alaska joined us by funding part of the planning, and the result is a unique corridor plan for Chickaloon to Valdez enabling all residents' access to public transportation in traveling the corridor. The Transportation Department is currently looking for funds to enable Chickaloon Village to begin the Transit Transportation Project on our end of the corridor.

With a New Start grant from the Federal Transit Administration we purchased a transit bus and began operations in FY 2010. Presently we are serving a little over 200 transit trips per month and with radio advertising we hope to serve more.

The Transportation Department is developing plans to include present and future projections for: Health and Safety, Economy, Employment, Emergency Preparedness Plans, Public Roads, Trails, Air, Rail, and Waterborne Transportation, as well as a possible Deep Water Port. These plans are constantly being revised to include additional areas and to ensure our projections and plans are up to date.

Planning, road maintenance, and road construction are the Chickaloon Village Traditional Council's priorities at this time to ensure safe travel on our main arterial road to and from our Low Income Housing development, as well as our Alternative Energy projects' areas.

The Village has had discussions with the Matanuska-Susitna Borough and the State of Alaska about coordinating efforts to ensure we meet the multiplicity of transportation needs for all communities where we have mutual interests.

1.3.9 Salmon Hatchery

One of the earliest developmental efforts of the Tribe was the construction of a Salmon Fish Hatchery located on the Harrison Native Allotment. As trust land it is exempt from most state regulations and controlled according to federal law. The facility, originally built to hatch and return King Salmon to the Chickaloon River, had several improvements: a walk-in freezer, electrical upgrades, kitchen improvements, and renovations to areas used to house individuals in need. The Tribe has since closed the Hatchery as the Salmon Project funding has ended.

1.4 *Regional Soils and Topography*

We have looked at four major blocks of land located on the bench lands and mountain foot-slopes bordering three glacial rivers: the Matanuska River and two of its tributaries, the Kings and Chickaloon Rivers. Two of these blocks are located on the Southern side of the Matanuska River and are located between the braided flood plains of the glacial-fed Matanuska River and the steep mountain slopes of the Chugach Mountain Range. Topography consists of a series of terraces broken by V-shaped stream valleys and hilly moraines ascending to the base of the mountain slopes.

Valley bottom elevations range from approximately 600 feet at western boundary lines to 1200 feet at the eastern boundary. The forested zone lies between 600 and 1200 feet.

In other areas, the lands are located in U-shaped valley bottoms and steep mountainside hills. Timbered areas range from 1400 feet to 2200 feet.

The entire area has been glaciated several times. Most of the bedrock in the valley bottoms is buried beneath thick deposits of glacial drift and alluvial sediments. These deposits are made up largely of loose, coarse sandy and gravelly material. There are large amounts of wind-deposited loess material, particularly in the southern side of the Matanuska River.

Soils on the most productive timbered sites are well-drained, silty, loess (wind deposited) soils that lie in varying depths. There are localized areas of poor drainage, generally limited to a few acres in size. Muskegs comprise a very small proportion of the Tribal acreage.

The Matanuska Valley Soil Survey Report, SCS, 1968, indicates soils associated with this area are moderately droughty and susceptible to erosion by wind and water when disturbed. The U.S.D.A. Soil Survey for Chickaloon Native Village on these four blocks of lands from November 2004 is an excellent reference for regional soils and topography.

1.5 *Climate*

Climate in the upper Matanuska River is more like Interior Alaska than that of the coastal-influenced Matanuska-Susitna River bottomlands. Summer temperatures are mild; precipitation is light, yet many of the days are cloudy or overcast. Winter temperatures are severe with most of the annual precipitation coming at this time in the form of snow. The majority of the lands receive an average of 14 to 16 ½

inches of rain including 43 to 69 inches of snowfall each year. The temperatures range from minus 35 to 40 degrees F. in the winter to plus 37 to 85 degrees F. in the summer.

The climatic conditions of low precipitation plus the droughty nature of the soil and a high elevation growing season combine to create a situation unfavorable for highly productive tree growth.

2.0 AUTHORITY; REGULATIONS AND PROGRAM STANDARDS

2.1 Authority

Funding for the Transportation Department came in FY 2006 when the Chickaloon Village Traditional Council signed an Indian Reservations Roads Program Agreement between the Chickaloon Native Village (CNV) and the U. S. Department of Transportation (USDOT). This Historic Agreement with Federal Highways Administration was signed August 23, 2006, and was the third of the original five agreements signed with Tribes nationwide. (The Agreement is listed as an attachment at the end of this document, Appendix E.)

Under the Tribal Agreement with the U. S. DOT, "The Tribe shall have all powers that the Secretary of the Interior would have exercised in administering the funds provided to the Tribe for such program under 23 U.S.C. 202 (d) (5) of Chapter 2, except to the extent that such powers are powers that inherently cannot be legally transferred under the ISDEAA. Such powers shall include, but are not limited to the Secretary of the Interior's powers under 25 CFR Part 170, together with such duties and responsibilities as may be performed by an Indian tribe under 25 CFR Part 170 regulations or as are otherwise permitted by law".

The activities to be performed under the Agreement are: Transportation Planning; Construction Management; Program Administration; Design; Construction; Road Maintenance as authorized under SAFETEA-LU section 1119(i); and MAP-21 section 1119 extends current law (SAFETEA-LU) through FY2012, with new provisions for FY 2013 and beyond taking effect on October 1, 2012. Included are such items as:(not use an amount more than the greater of- an amount equal to 25%; or $500,00.00 of the funds allocated to a tribe may be expended for the purpose of maintenance, excluding road sealing which shall not be subject to any limitation); Development and negotiation of Tribal-State Road Maintenance agreements authorized under section 1119(k) of SAFETEA-LU; and Other IRR Program-eligible activities authorized under Chapter 2 of Title 23 or 25 CFR Part 170, as each may be amended by SAFETEA-LU and MAP-21 or other applicable law.

On July 6, 2012 President Obama signed into law P.L. 112-141, the Moving Ahead for Progress in the 21st Century Act (MAP-21). In MAP-21 Congress replaced the Indian Reservation Roads Program with the Tribal Transportation Program which in part includes a new statutory funding distribution formula that will replace the current Relative Need Formula found in the regulations at 25CFR Part 170. The new law, Map-21 goes into effect on October 1st, 2012. Under the new law and funding formula, tribal population will account for 39% of each tribe's formula

share compared to 20% under the Relative Need Formula. Under both formulas, tribal population is determined by using the process set forth under the Native American Housing Assistance and Self-Determination Act of 1996 (NAHASDA).

2.1(a) REGULATIONS

Chickaloon Native Village is a sovereign nation and a part of the Athabascan Nation. We have created land use regulations. We also perform planning and platting. However, because Chickaloon Native Village is also located within the Matanuska-Susitna Borough, and the State of Alaska, the Village must work with the Matanuska-Susitna Borough (MSB) Planning Commission and the State of Alaska (SOA) to undertake transportation improvements that are not wholly within the Village jurisdiction. All Transportation planning is subject to, Code of Federal Regulations (CFR) Title 25 part 170.

2.1 (b) Regulatory land use requirements

Regulatory land use requirements varies depending on the project location. As applicable, road improvements will be subject to federal and state regulations, borough regulations, village requirements and regulations, and private landowner approvals.

2.1 (c) *Easements, Maintenance and Utility Agreements, Environmental Assessments*

In coordination with local jurisdictions and to the extent required by Federal law and 25 CFR Part 170, the Tribe agrees to develop appropriate easements, maintenance and utility agreements needed to perform all environmental and archeological review functions under the Agreement with the U. S. Department of Transportation in accordance with Title 25 (CFR) Part 170, Section 6002 of SAFETEA-LU, codified at 23 U. S. C. 139, Map 21 and other applicable laws.

2.2 PROGRAM STANDARDS

The Tribe agrees to initiate and perform the contracted programs and projects in accordance with the requirements of 25 CFR Part 170, as amended by SAFETEA-LU and MAP-21. Additionally, the Tribe may, at its sole option, adopt applicable FHWA or BIA policies, procedures, program guidelines and memoranda, or develop tribal policies, procedures, program guidelines and memoranda which meet or exceed federal standards to facilitate operation or administration of any aspect of the programs assumed by or delegated to the Tribe under this Agreement.

2.2 (a) *Meet or Exceed Federal Standards in Construction and Maintenance*

The Tribe agrees to initiate and perform the contracted programs and projects in accordance with the requirements of 25 CFR Part 170, as amended by SAFETEA-LU and MAP-21. Additionally, the Tribe may, at its sole option, adopt applicable FHWA or BIA policies, procedures, program guidelines and memoranda, or develop tribal policies, procedures, program guidelines and memoranda which meet or exceed federal standards to facilitate operation or administration of any

aspect of the programs assumed by or delegated to the Tribe under this Agreement.
In accordance with the U. S. Department of Transportation - Chickaloon Village Agreement, the Chickaloon Village has adopted the State of Alaska Construction Standards, and State of Alaska Department of Transportation Maintenance Standards.

2.2 (b) Health and Safety and labor standards

In exercising responsibility for carrying out the eligible programs and projects under this Agreement, the Tribe assures the Administrator that within available funding, they will meet all applicable health, safety, and labor standards related to the administration, planning, engineering and construction activities performed. To this end, and within available funding, the Tribe agrees to obtain or provide qualified personnel, equipment, materials, and services necessary to administer the transportation programs, including opportunities that provide for Indian preference in employment and sub-contracting as mandated by 25 US.C. § 450e (b).

2.2 (c) Asset Management

The Secretary and the Secretary of each appropriate Federal Land management agency shall, to the extent appropriate, implement safety, bridge, pavement and congestion management systems for facilities funded under the tribal transportation program in support of asset management.

2.2 (d) Development and Use of Management Systems

Chickaloon Village is currently developing processes for the development and use of management systems to manage transportation related data for one or more of the following: land, bridge inventories, pavement management, safety management, bridge management, road and bridge maintenance, highway safety, traffic congestion, public transportation facilities and equipment, and intermodal transportation facilities and systems. These systems can identify transportation needs and assist in the decision-making process of transportation planning and transportation improvements.

2.2(d)(1) Chickaloon Village Safety Management Plan 2012

Chickaloon Village Traditional Council in Partnership with the Alaska Tribal Technical Assistance Program is in the process of Developing Chickaloon's Village Safety Management Plan.

2.3 *Long Range Transportation Plans (20 years)*

Long-range transportation planning is done within the parameters of comprehensive planning that includes such components as economic and social needs such as sovereignty, culture, history, employment, land use, housing, education, health care, natural resources, environmentally-sensitive areas, parks and recreation, tourism, utilities, pedestrian access, signalization, etc. The Chickaloon Village Traditional Council (CVTC) has developed the following

inventory of routes necessary over the next twenty (20) years to ensure the following Tribal and community needs are met:

1. **The public's and our Tribal Citizens' health and safety;**
2. **Mobility;**
3. **Access to our lands;**
4. **Access to our resources, including leisure utilization on land, subsistence foods, and assets of all types;**
5. **Economic development;**
6. **Reduction of forest fuel hazards to protect our citizens', and the surrounding public's, safety,**
7. **Future community land use;**
8. **Traffic demand;**
9. **Environmental (natural human and cultural); and**
10. **Social.**

2.3.1 *Project Priority Ranking by Chickaloon Village Tradition Council and Route Descriptions*

See Appendix A through D.

2.3.2 *Chickaloon Village Inventory – High Priority* - not financially constrained.

The Tribal Priority list is a list of Transportation projects which the Indian Tribal Government considers a high priority. The projects may, or may not, be identified in order of priority. This list is not financially constrained. See Appendix F for the priority list and Appendix B for all the non-financially constrained routes.

2.3.3 *BIA Indian Reservation Roads Inventory* – financially constrained list:

See Attachment C.

2.3.4 *BIA Indian Reservation Roads Updated Inventory*

Appendix G shows the current Indian Reservation Roads Program Official Indian Reservation Road Inventory. This includes designations of:

Official:
Routes entered in the inventory and officially approved. These routes are generating money in the Cost to construct column for the tribe.

Returned-To-Field:
Routes entered in the inventory but rejected for further work by Alaska Region BIA Branch of Transportation Office and/or the tribe.

At-The-BIA/DOT:
Routes entered in the inventory that needs BIA/DOT review and approval/return.

In-Process:

Routes being entered into the inventory that still need review by Alaska Region BIA Branch of Transportation Office AND the BIA/DOT before approval as "Official".

2.3.5 *Tribal High Priority*

The Tribal Priority list is a list of Transportation projects which the Indian Tribal Government considers a high priority. The projects may, or may not, be identified in order of priority. This list is not financially constrained. See Appendix C for the priority list and Appendix B for all the non-financially constrained routes.

2.3.6 *Tribal Transportation Improvement Program* (TTIP)

The Tribal TIP is a multi-year, financially constrained, prioritized list of proposed transportation projects to be implemented within or providing access to traditional lands and resources during the next three (3) to (5) years. It is developed from the Tribal priority list. The Tribal TIP is consistent with the Tribal Long-Range Transportation Program and contains all Tribal Transportation Program funded projects Chickaloon Village's TTIP:-SEE APPENDIX D.

2.3.7 Indian Reservation Roads Tribal Transportation Improvement Program. (IRRTTIP)

The Tribal Government submits the Tribal TIPS or priority list to the Bureau of Indian Affairs area office with a copy to the Federal Highway Administration. The Bureau of Indian Affairs area office assembles the IRR-TIP for each state in its service area. It is submitted to the BIA-DOT Office of Trust Responsibility. The FHWA approves the IRR-TIP. The FHWA division office receives a copy of the approved IRR-TIP for transmittal to the State Transportation Agency and inclusion in the STIP. The BIA area office receives the original approved IRR-TIP. The IRR-TIP is available for incorporation in the State Transportation Improvement Plan (STIP). Approved STIPs are provided to Indian Tribal Governments by the State Transportation Agency.

2.4 *Matanuska-Susitna Borough Capital Improvement Program*

Chickaloon Native Village has six projects included in the Matanuska-Susitna Borough Capital Improvements Projects as of July 1, 2007.

2.5 *State of Alaska Transportation Improvement Program*

Chickaloon Native Village has six projects included in the State Transportation Improvement Program Need List by the Alaska Department of Transportation as of July 1, 2007.

The Alaska Department of Transportation and Public Facilities and the Matanuska-Susitna Borough Capital Improvements Projects now include Chickaloon Village's transportation plans. Any future development on these roads will impact our present and future transportation needs.

3.0 EXISTING TRANSPORTATION SYSTEM

The present transportation system infrastructure is minimal. It is basic foot, ski and All Terrain Vehicle paths and trails (earth roads) now that need upgraded or

new roads implemented to serve our Citizens and the surrounding communities. There are several routes, both State of Alaska and Matanuska-Susitna Borough roads that lead to our surrounding communities. However, few of these roads are engineered, designed and constructed to appropriate standards. They, therefore, also need to be brought up to essential road standards.

The Glenn Highway, Alaska State Route 1, is the only major state highway in our location and it bisects our region. The Glenn Highway is maintained by the State of Alaska. A second state road in our area is the Chickaloon River Road that is maintained by the State of Alaska. The Chickaloon River Road is maintained for only one mile by the State of Alaska; however these two state routes are included in our roads' inventory as they are major routes to access our citizens lands and our resources.

There are numerous small roads leading from the Glenn Highway, but few of them lead to our citizen's lands and/or resources. The Matanuska-Susitna Borough is responsible for maintaining those roads. One very essential road is the Route 4600, Wishbone Road (aka: All Elks Road-Annie's Road). This route is the only access to our Low-Income Housing subdivision. We have upgraded this road to State of Alaska standards and also maintain it.

Some of the roads leading to our lands are built to the Federal Highway, State of Alaska Department of Transportation and Public Facilities, or the Matanuska-Susitna Borough specifications. Many of the roads in the Matanuska-Susitna Borough Road Service Areas are not built to any specifications. The routes the Chickaloon Village Traditional Council entered into the Indian Reservation Roads Inventory for 2007 will need to be engineered to meet the State of Alaska specifications. Any road the Transportation Department builds will be built to the State of Alaska specifications as the Chickaloon Village Traditional Council has adopted the State of Alaska Road Construction specifications. All roads Chickaloon Village builds will be public facilities and open to the public at all times.

A total infrastructure needs to be built for Chickaloon Village, with upgrades to some presently existing State and Borough roads. Current facilities are not useful to the average Tribal citizen since there exist only overgrown earth roads, foot trails and ATV trails, and the federal 17b right-of-ways are now over-used by All Terrain Vehicle and snowmachines, and are not maintained.

3.1 *Community Roadway System*

The Community Roadway maps for Chickaloon Native Village are presented as Appendix H. The maps schematically depict the 20-Year Transportation Road Plan and are updated every three to five years.

3.1.1 Right-of-Way, Easement and Roadway Ownership

Where necessary, the Chickaloon Village Traditional Council will acquire right-of-ways and permits from the appropriate agencies/land owners. The Matanuska-Susitna Borough and the State of Alaska also have established corridor right-of-

ways in many instances, and are also willing to grant further right-of-ways when needed.

3.2 *Existing Structural Characteristics*

The Community originally reported that the local road (Route 4600, Wishbone Road) classified as an earth road, was built to Matanuska-Susitna Borough standards, but it has potholes, dust problems, needs to be reconstructed in several places because of poor drainage and shoulders are non-existent. Further inquiry to the Matanuska-Susitna Borough Transportation Department has determined that this Route 4600, Wishbone Road, is only designated as a "Cat Road" and was not designed and built to Matanuska-Susitna Borough road standards. Most of the local roads in the Matanuska-Susitna borough are earth roads.

3.2.1 Surfacing and Subbase Material Route 4600

Route 4600, Wishbone Road, was completed in 2010. The subbase material and the surface were brought up to the State of Alaska Road Construction standards. The final surface still needs to be done. Chip Seal should be completed by 2014.

3.2.2 Drainage

See 3.2.1, Surfacing and Subbase Material; and 1.4, Soils and Topography.

3.2.3 Bridges

There are no existing Bureau of Indian Affairs Indian Reservation Road bridges in our jurisdiction.

3.3 *User Characteristics*

The Glenn Highway (National Scenic Highway/Byway) is the only major road in our location. There are several small roads leading from the Glenn Highway, but few lead to our resources and citizen's lands. Our Transportation Program needs to plan, develop and construct a total infrastructure for a balance between economic development, farming, possible bison herding, alternative energy development, and traditional subsistence uses of plants and animals. The road infrastructure will also enable our Village citizens to care for the lands as we did prior to the influx of other peoples and their settlements.

Pedestrian Safety is a major concern in our jurisdiction since there are few opportunities for pedestrians to walk safely to schools, to stores, or along roads without being on the road or immediately beside the road. Chickaloon Village proposes to increase pedestrian walkways wherever needed and feasibly possible.

Connecting the Jonesville Road in Sutton with the Myers Road and bridging Eska Creek is a present concern of the community. A narrow shoulder exists on the current DOT bridge over Eska Creek and this does not provide adequate passage for transportation means other than vehicular traffic. Four wheelers are fording through the creek rather than take the Glenn Highway Bridge and creating environmental damage and potentially creating damage to the salmon spawning areas. Chickaloon Village presently has received a Public Lands Highway

Discretionary Program (PLHD) award to complete a Pathway to correct this problem.

3.3.1 Chickaloon Native Village Vehicle Inventory

Chickaloon Village Traditional Council presently owns vehicles for transportation, including construction equipment, a 2-1/2 ton truck, a dump truck, a storage truck, a loader and a low boy. These vehicles are used by the employees in their daily work on programs, as well as in maintenance of Routes 4600 and 4660, and road construction projects. The Council also owns a transit bus used for transporting the public between Chickaloon, Sutton, and Palmer with connections to other areas.

The Health Department personnel use vehicles for transporting patients from the patients' homes to Anchorage, Wasilla and Palmer for various treatments with vans and also uses one handicapped van. The Health Department personnel also use vehicles for Social Service calls, and Personal Care Attendant work.

The Housing Department uses their vehicle for construction purposes, transporting supplies and employees to the job site.

The Environmental Protection Program employees use their vehicles for water quality monitoring, salmon monitoring, and other programs, on-road as well as off-road.

The Education Department personnel use their vehicles for transportation, primarily students, to various functions, i.e. fish camp, Native Youth Olympics practice and meets, and dance participation.

All Chickaloon Village employees and contractors, and most Chickaloon Village Citizens own at least one vehicle for road transportation, and many also own a snowmachine and/or ATV for alternative transportation.

3.3.2 Trip Generators

Motorized traffic in the Chickaloon Village area is highly active. The principal trip generators in the community are the Tribal Council Offices, stores, Medical Clinic, Post Office, Schools, as well as public meetings, hunting, fishing, berry picking, and obtaining firewood.

Because the Village offices are spread between two communities, Sutton and Chickaloon, there is considerable traffic between areas. The Traditional Chief's Office is in Chickaloon, approximately Milepost 78 on the Glenn Highway, the Health and Social Services at Milepost 61 ½, the Administrative, Accounting and Environmental Offices at Milepost 60 ½, and the Education Department, School, and Transportation Offices are at approximately Milepost 55 ½, some trips are actually about 22 ½ miles one way. There is daily traffic between offices, usually at least once a day, and sometimes more frequently.

Not only do our citizens travel between Village buildings frequently, but in order to obtain hospital services (Indian Health Services), or to get groceries, travel must go much further – to Palmer (60 miles round trip from the Traditional Chief's office

in Chickaloon), Wasilla (80 miles round trip from Chickaloon), and sometimes Anchorage (156 miles round trip from Chickaloon) to obtain these services.

3.4 Construction and Maintenance Standards.

In accordance with the U. S. Department of Transportation - Chickaloon Village Agreement, the Chickaloon Village has adopted the State of Alaska Construction Standards, Department of Transportation Maintenance Standards.

3.4.1 Construction Material Source

Chickaloon Native Village owns a commercial gravel pit, and also local materials may be available on-site, or commercially available nearby in the Palmer area.

3.4.2 *Maintenance*

The Chickaloon Village Traditional Council will be responsible for maintenance on Chickaloon Native Village's roads beginning with Route 4600, Wishbone Road, in 2007. Chickaloon Native Village may negotiate with Departmental services, the Matanuska-Susitna Borough and/or the State of Alaska for maintenance services.

3.4.3 Maintenance of Public Facilities

Chickaloon Village feels that maintenance of Chickaloon Public Facilities is required to ensure public health, safety, and economy, and; presently, there are several Tribal Facilities in use throughout our area. The Tribe owns the Sutton Government Building, the Myers Avenue Building, the Accounting/Administration building, a Low Income Housing complex, and multiple buildings at the Education Campus - including the Transportation Office, the ICWA Office, the Education Office, and the Ya Ne Dah Ah School. These buildings presently comprise the Tribal Facilities with their associated parking lots.

3.4.4 Responsible Agencies

In accordance with the provisions of Pub.L. 101-512, Title III, § 314, 104 Stat. 1959, as amended Pub.L. 103-138, Title III, § 308, 107 Stat. 1416 (25 U.S.C. § 450f, note), for purposes of Federal Tort Claims Act coverage under this Agreement, the Tribe and its employees are deemed to be employees of the Federal government while performing work under this Agreement. This status is not changed by the source of the funds used by the Tribe to pay the employee's salary and benefits unless the employee receives additional compensation for performing covered services from anyone other than the Tribe. The Tribe purchased Additional insurance coverage that was determined necessary and prudent.

4.0 Transportation Infrastructure Needs Assessment

Our first Community meetings regarding Transportation needs were in 1999. There were several meetings prior to that date but none resulted in the data necessary to forward to BIA for our Indian Reservation Roads Inventory. The IRR program has been discussed at many of the Chickaloon Village Traditional Council meetings (open and public meetings) since 1999. Besides the Chickaloon Village Traditional Council and the tribal citizens, the Sutton Community Council,

the Chickaloon Community Council and the Lazy Mountain Community Councils have all been involved with the Transportation needs assessments.

Priority needs were first identified in the Long Range Transportation Plan for our short (1-2 years), medium (3-5 years) and long-term (6-20 years) transportation goals. These transportation plans were determined by our existing levels of services and proposed land uses, including: economic development, tourism, recreation, health and social facilities, housing, commercial development, and alternative energy projects.

The list of current prioritized long-term high priority transportation projects has been listed in Appendix D.

4.1 Tribal Transportation Improvement Program (TTIP)

The local TTIP was developed for Chickaloon Village through a Transportation Needs Assessment and was generated by the community transportation needs after a tribally sensitive methodology for ranking Tribal transportation projects was developed. Once this prioritization had been completed for projects identified in the LRTP, the short-term projects and objectives were compiled to form the TTIP. Finalization of the TTIP is done by the Chickaloon Village Traditional Council in the form of a Resolution to be submitted to BIA and FHWA

For more information see APPENDIX D

4.2(a) Public Notice

Per 25 CFR 170.413 and 25 CFR 170.424, the general public has been notified with insertion of a Notice in the local newspaper, the Tribal Mini-News (e-mail), the Tribal newspaper (The Chickaloon News) of our LRTP and is able to make comments. As already noted, the State of Alaska and the Matanuska-Susitna Borough have already participated in prioritizing projects and they each have six Chickaloon Village projects listed in their State Transportation Improvement Projects and in the Capital Improvement Projects.

4.2(b) Public Hearings

(For public hearings, Chickaloon Village Traditional Council will be using 25 CFR 170.437 prior to beginning construction activities.)

5.0 Trails, Summer and Winter

(Motorized/non (motorized)

. Since time immemorial Chickaloon Native Village has used trails for movement of people and goods to reach different hunting and fishing areas, as well as for trade from one area to another, one village to another. The Glenn Highway is a classic example of a trade/movement route that has been taken over and is now classified as a Federal Highway.

RS 2477: During its 84 years of application in this state, many rural mail routes, mining trails, and other transportation routes became R.S. 2477's through

construction and/or use. (Source: State of Alaska, Department of Natural Resources) Many of the (now) State of Alaska designated RS 2477 routes were originally Tribal routes to different hunting and fishing areas. These were foot trails that have become motorized trails through the years. Many of these routes need upgraded for current use.

There have been other trails made with the influx of people to our jurisdiction, motorized and nonmotorized, summer trails, as well as winter trails that are not necessarily in the same place as the summer trails.

Chickaloon Native Village will be identifying these foot and motorized trails, RS 2477s, and any other trail or route that is presently used to determine if they should be in the Indian Reservation Roads (IRR) Inventory. After a determination if these foot and motorized trails, RS 2477s, etc., should be in the IRR Inventory, a second determination will be made to see if these trails should be upgraded to roads, and, if so, the type of road needed for that particular area.

6.0 Waterways

Waterways were and are traditional methods of moving tribal people and trade goods in the summer and winter. Today most of the waterways uses are recreational. However, Chickaloon Native Village will be making a determination if these waterways should be put into the Indian Reservation Roads Inventory for continuing use as Waterways roads. Of particular interest will be the Cook Inlet area to reach the potential Deep Water Port near Tuxedni / Iniskin Bays to access resources there.

7.0 Bridges

Chickaloon Village has no tribally-owned bridges at this time. However, future road development will be dependent on building bridges for access to many different lands.

There are several bridges owned by the State of Alaska on the Glenn Highway, Route 9000, which have been included in the Indian Reservation Roads inventory.

8.0 TRIBAL TRANSIT PROGRAM-(TTP)

"CHICKALOON AREA TRANSIT SYSTEMS" (CATs)

8.1 HISTORY

In 2006 Chickaloon Native Village's Transportation Department received a Tribal planning grant from FTA, and a technical grant from (CTAA) Community Transportation Association of America, and with the State of Alaska DOT&PF Transit Department donating some money, a feasibility study of the corridor was done documenting the transit needs of different communities from Valdez to Palmer. It was completed in 2009*.

The Chickaloon Native Village-Valdez Transit Feasibility Study was completed by LSC Consultants in 2009.The entire Feasibility Study may be found at web link: http://222.lsccs.com/projects/chickaloon/index.htm.

Major origins and destinations of our newly created route are in the Chickaloon, Sutton and Palmer communities. (There will be reverse commutes from Palmer, Sutton and to Chickaloon.) Destinations and turn-arounds for the routes will be in Palmer, Sutton and Chickaloon with stops at various places between the three towns.

Chickaloon Native Village has purchased one bus and presently contracts the bus, operations and maintenance for transit routes. The route is approximately 30 miles one way with major origins in Palmer and Chickaloon, Alaska, with several destinations in between. The route(s) will connect with other transit providers in the Matanuska-Susitna Borough as part of the overall coordination of services. CATs has redesigned their current route to add a Demand Response component which provides additional services from the Ya Ne Dah Ah School, Transportation and Education departments, the tribal low income housing development, the Palmer Correctional Center, Sutton with related businesses, the tribal offices, subdivisions and diverse other businesses along the highway transit route.

The population being served is the public, including low-income, no-vehicle, elderly and handicapped households, as well as work commuters and tribal citizens. Our route area also serves young persons who need transportation for before and after school activities and/or work activities. Operations and maintenance of the bus and route are contracted and will continue to be contracted through FY 2012. CATs oversees these services provided by the contractor. Currently CATs will determine on a year to year basis whether to continue contracting these services after FY 2012. Chickaloon Native Village may make a determination to oversee, operate and maintain the bus(s) and route(s) internally or continue to contract for services.

8.2 Central Corridor Transit Coordinating Council. (CCTCC)

The (CATs) Chickaloon Area Transit System has written agreements for coordination and cooperation with the Central Corridor Transit Coordination Council, a group composed of many providers, including the local government, working together to provide coordinated transit between Valdez and the Mat-Su Valley, as well as a written agreement with the Mat-Su Community Transit. All Chickaloon Village Traditional Council meetings where Tribal Transit is discussed are open to the public. The Council meets the third Wednesday of each month.

The potential coordination and actual coordination will be with the following human service and other providers including: Alaska Family Services, the Boys and Girls Club of Copper Center, the Chickaloon Native Village Health & Social Services, Chugiak Senior Center, Connecting Ties, Copper River Native Association, Frontier Community Services, Job Corp, Knik Tribe, Mat-Su Behavioral Health, Mat-Su Services for Child Services and Adults, Inc., Palmer Senior Center, Providence Valdez Medical Center, Providence Valdez Behavioral Health, Valdez United Way, Valdez Senior Center, Wasilla Area Seniors, Inc., Wasilla Veteran Center, Mat-Su Community Transit, Soaring Eagle Transit, Alaska Cab-Valley, Alaska Direct Bus Line, Harbor Inn, Mat-Su Independent Taxi, Mat-Su Medical Transport, R & B Taxi, Valdez shuttle, Valdez U Drive, Valdez Yellow Cab,

Valley Cab Alaska, Victory Bible Camp, Wrangell-St. Elias Shuttle, Mat-Su School District and Valdez School District.

The Chickaloon Native Village Health and Social Services Department (CNVHSSD) currently provides many social services to area residents including demand-response door-to-door transportation services for Native American Tribal members across a large service area. Many of the residents of the community are in need of transportation to reach employment, school, medical, and other services. Services are currently provided using one full-time and one part-time driver, and many service requests go unmet. While there are services being provided, the request for service indicates a greater need for increased transportation options, including the coordination with some of the existing services, such as Alaska Direct Bus Lines, Soaring Eagle, Mat-Su (MASCOT) Transit, and other private operators. This feasibility study identified the transportation providers, determined the needs of the various population segments, and developed a transit system that will efficiently and effectively meet both native and non-native transportation needs. Additionally, Health and Social Service transportation services currently are limited to the Alaska Native and/or American Indian population due to funding restrictions. However, there is a recognized need for non-natives to access transit services. A key component was to identify funding strategies that enable service to be provided to all residents.

State Highway 1 (the Glenn Highway) and State Highway 4 (the Richardson Highway) south to Valdez has the potential to become a transit service corridor with connections to numerous native and non-native settlements, including Copper Center, Glennallen, Chickaloon, Sutton, and Palmer, and on into Anchorage. This regional intercity corridor could potentially serve a wide range of transit needs. The potential to coordinate this regional service is an important element of the recommended service plan, and is the goal of the CCTCC.

Other planning/coordination not mentioned above.

(CATs) Chickaloon Area Transit Systems will be additionally also be planning and coordinating frequently with the Matanuska-Susitna Borough and the State of Alaska Department of Transportation to ensure proper placement of facilities, route maintenance, etc.

8.3 Technical, Legal, Financial Capacity

Chickaloon Village Traditional Council approved Resolution 090415-02 on April 15, 2009, to submit an application for our first Federal Transit Administration Public Transportation on Indian Reservations Program grant. This grant was received, a bus purchased and services started.

The tribe is still contracting for bus housing, maintenance and operations. The contractor is responsible for all maintenance and operations work done under the Tribal auspices and overseen by the Transit Coordinator and Departmental Director.

Chickaloon Village has identified $100,000 from their Indian Reservation Roads Program to be used for matching funds for the FTA- Tribal Transit Program (TTP).

In kind donations

- **Transportation Department Personnel: have been following all the FTA rules and regulations and how they apply to the FTA transit system. The Transit Coordinator has been taking over these responsibilities.**
- **Transportation Department Personnel: have been writing the FTA and other grant applications and will continue to do so with input from the Transit Coordinator.**

The Chickaloon Village Traditional Council is donating in-kind services in the following areas:

- **Meeting Room (including utilities for the room) for Community Transit Planning.**
- **Chickaloon Village Traditional Council members' time to attend meetings and review all items associated with our Transit operation.**

The Chickaloon Native Village's Health and Social Services Department will contribute to the public transit transportation for the persons they presently serve with transport, if this is a better option for those persons.

The present Transit Services are used in coordination with other human and transit services for maximum efficiency in obtaining efficient ridership destination. This will continue under the requested grants.

Chickaloon Native Village has also been donating in-kind services for the Chickaloon Native Village Transit Operations in the following areas under our Agreement with the U. S. Department of Transportation, Federal Highways Indian Reservation Road Program planning area:

- **Legal advice: Sonosky, Chambers, Sachse, Miller & Munson, LLP.**
- **Transportation Department Personnel: Tribal Transportation Program (TTP) Department personnel under the Planning and Transit sections have been guiding and evaluating the Chickaloon Native Village Transit Operations and actively participating in the meetings regarding area-wide transit.**

8.4 Notes on Continuation Project

Chickaloon Native Village is a current TTP grantee with a FY 2012 grant in awarded status. The new funding for TTP FY 2012 will enable us to continue operations for another year.

To date all of our transit implementation has followed the recommendations of the original Planning Grant / Feasibility Study under the original FTA Planning Grant, AK-18-X031.

The Transportation Department has applied for and received State of Alaska Transit funding in 2012 and 2013. However, both of these grants were returned to the Federal Transit Administration from the State of Alaska as the Chickaloon Native Village will not sign the requested Sovereignty Waiver the State provided.

The Federal Transit Administration is now the governing authority for both the 2012 and 2013 Transit 5311 grants.

8.5 Vehicle Inventory

Vehicle No.	Year	Make	Model	VIN	Vehicle Type	Status
2308	2012	Chevy	Econoline	1FB55311L42HB40302	BOC Bus	In Use

8.6 ENHANCEMENTS

The Chickaloon Area Transit System (CATs) of the Chickaloon Native Village intends to continue services as originally established in FY 2010. However, with new data and information CATs has determined that it will be important to add a Demand Response element to increase service, flexibility and ridership. This will need smaller service vehicles purchased. If needed, the larger bus will also be used on a Demand Response basis.

The proposed service vehicles will be smaller in size than the present bus, to help CATs access roads and areas that are not conducive to a larger vehicle such as a Medium Duty body on chassis. These vehicles would offer mobility access as well as access to the larger community for services. These vehicles would also help CATs provide alternatives for transportation when/or if other vehicles were receiving preventive maintenance services.

The smaller vehicles needed are Super Extended Length Econoline Cargo Conversion Van with wheelchair positions meeting ADA and FMVSS requirements and 10 ambulatory passengers. The lifts would be deployed from the rear of the van to offer access in narrow locations when a side-lift deployment would be impossible.

When applicable, the CATs and the Chickaloon Native Village Health and Human Service department have an agreement to access their minivan lift-accessible van. This coordination implements another level of service options to our community.

8.7 CAPITAL NEEDS

8.7 (a) Additional vans

The smaller vehicles we believe are needed are Super Extended Length Econoline Cargo Conversion Van with wheelchair positions meeting ADA and FMVSS requirements and 10 ambulatory passengers. The lifts would be deployed from the rear of the van to offer access in narrow locations when a side life deployment would be impossible.

8.7 (b) Bus Stops and shelters

CATs is looking to upgrade the local infrastructure to make it transit friendly. Bus Stops and Shelters are needed for the following communities; due to the extreme weather conditions in the winter. Chickaloon, Sutton and Palmer. Bus stop signs have been placed at the Sutton Library and tribal offices.

. **8.7 (c) Park-n-rides**

CATs have identified a need for 2 Park-N-Ride sites along the corridor.

8.7 (d) Facility-Green

CATs have identified a need for a transit building in Sutton. Preliminary planning, design and construction for a new secure "Green" Transit Facility, including offices, meeting spaces, a Transit Shelter, as well as a maintenance shop, vehicle storage and wash area is needed for an area that presently has no transit facility available. The design of the building will ensure the first story is ADA compliant. A secure, warm transit shelter is to be designed in the first story of this building. The building will help centralize the tribal governmental facilities as well as encourage additional local development in the area.

8.8 Demonstration of Need

Through our Feasibility Study we identified the transit needs of the tribe and the general public. Destinations not currently available by transit include the Ya Ne Dah Ah School, the tribal low-income housing development, the Palmer Correctional Center, Sutton elementary school and related businesses, the tribal offices, including the Health and Social Services Department, and other diverse businesses along the highway transit route.

Our aging population is not getting suitable, timely medical treatment.

Individuals with no vehicles cannot obtain higher education as there is no available transportation to higher education facilities in the area.

Our households with no vehicles have suffered from malnutrition from time to time due to inability to get to a grocery store.

Mental Health issues become overwhelming, particularly in the winter (7 months' worth) when you are unable to leave home because of lack of transportation.

Our aging population is afraid to, or wishes not to, drive in the winter months.

Because they have no vehicle or are unable to afford to run their vehicle, low income families are unable to work.

There are high numbers of mobility-impaired residents living throughout our area (9.6% and higher).

Legal issues (too young for a driver's license) limit our younger generation in after -school activities, or in obtaining work.

Persons in our area are unable to have driver's licenses due to legal problems, i.e. License taken away by State of Alaska due to legal action of some type.

8.9 Benefits of Project

The benefits of the Transit system in our area are to increase mobility of all the individuals listed above in the Needs Section

8.9.1 Public Input

Efforts were made to involve members of the local community in the planning process. Public meetings were held in Palmer, Sutton, Valdez, and Tazlina and Gulkana. A web-based meeting was held to provide additional opportunity for input. Representatives of the project team also participated in the Matanuska-Susitna Borough Transportation Fair in September.

Public Input is received year-round through the transit drivers, at Council meetings, by e-mail and telephone calls directly to the Transit and Transportation Offices. The Transit Coordinator has been participating yearly in the Matanuska-Susitna Borough Transportation Fair to help increase public awareness of our system.

8.9.2 Service Area-

SEE ATTACHEMENT I.

9.0 Scenic ByWays

The only Scenic Byway in our area at this time is the Glenn Highway. The Scenic Byway Committee has been given a list of potential road signs with the Ahtna place names for our area. This would ensure our cultural heritage information is available for tourists.

10.0 Public Facilities

Presently, there are several Tribal Facilities in use throughout our area. The Tribe owns the Sutton Health/Government Building, the Myers Avenue Building, the Accounting/Administration building, a Low Income Housing complex, and multiple buildings at the Education Campus - including the Transportation Office, the ICWA Office, the Education Office, and the Ya Ne Dah Ah School. These few buildings presently comprise the Tribal Facilities with their associated parking lots.

11.0 Rail

There are no railroads in use in Chickaloon Village's primary area at this time. There are several railroad right-of-ways in the area, however, including one that has been converted into a road and bike path (trail) under an agreement with the Alaska Railroad Corporation and the MAT-SU Borough.

12.0 Air

Chickaloon Village owns an inactive airport in Bestline Park Subdivision with restrictions in the deed that it be used for Chickaloon Village citizens and the residents of the subdivision. The airport is presently inactive due to other airports in that area, but may be considered for upgrade in the future.

13.0 Bicycle

The Tribe has created Bicycle Parking Facilities at Milepost 55 ½ Glenn Highway, Milepost 60 ½ Glenn Highway and Milepost 61 ½ Glenn Highway near our governmental buildings.

The Tribe is planning to construct and maintain Bicycle Trails in several areas for increased mobility of the public. These Bicycle Trails may be separate from

essential routes, or in conjunction with those routes. One Bicycle Trail proposed is for the projected increase in traffic to and from the nearby community of Sutton to our Health Clinic. This Pathway has received funding under a Public Lands Highway Discretionary Grant in 2012.

We are also interested in connecting the Matanuska-Susitna Borough Palmer-Moose Creek Railroad Trail with the Indian Reservation Roads Inventory Route 2110, Sandy Road, with both meeting at Moose Creek. The Tribe may put in a bicycle/pedestrian trail beside the Route 2110, Sandy Road, and potentially a bicycle/foot traffic-only bridge over Moose Creek to have a continuous bicycle trail meeting the present bicycle/pedestrian trail in Sutton.

There are great potential opportunities for working with the State of Alaska Department of Natural Resources and the Matanuska-Susitna Borough Parks and Outdoor Recreation Division on all types of Trails. Our Environmental Stewardship Department has been working on mapping trails in our area. Another potential Bicycle/Pedestrian Trail would connect the City of Palmer and Sutton with a trail alongside the Glenn Highway.

14. Pedestrian

Pedestrian Safety is a major concern in our jurisdiction since there are few opportunities for pedestrians to walk safely to schools, to stores, or along roads without being on the road or immediately beside the road. Chickaloon Village proposes to increase pedestrian walkways wherever needed and feasibly possible.

Connecting the Jonesville Road in Sutton with the Myers Road and bridging Eska Creek is a present concern of the community. A narrow shoulder on the DOT bridge over Eska Creek is the only crossing of Eska Creek and is unsafe. Four wheelers are fording through the creek rather than take the Glenn Highway Bridge and creating environmental damage and potentially creating damage to the salmon spawning areas. The 2012 Public Lands Discretionary Grant will help increase the Pathway opportunities for the Sutton area and help eliminate the environmental damages along Eska Creek.

14.1 Sutton Pedestrian Path Project

Chickaloon Native Village proposes to design and construct a path and bridge for pedestrians and bicycles between tribal lands, tribal offices and the Sutton Elementary School called the Sutton Pedestrian Path Project.

15.0 Deep Water Port

The Tribe has a need for a Deep Water Port in the area of Tuxedni and Iniskin Bays to access tribal lands there. Routes 6000 and 6100 are already in the Indian Reservation Roads Inventory to access the property going from the coast inland. The west side of the Cook Inlet was traditionally used for accessing seafood, including Beluga whales and clams.

Economically, the area has enormous potential for development and tourist destinations, as it accesses both the Tuxedni Wilderness Refuge and the Lake

Clark National Park and Preserve/Wilderness Area. It is an untapped recreational and economic source at this time but easily could become a prime destination.

16.0 Investment Options

Under the Chickaloon Native Village, U. S. Department of Transportation Agreement, the Tribe may use funds provided for flexible financing as provided in 23 U.S.C. 122, 25 CFR 170.300-303, and other applicable laws. Examples of flexible financing are:

16.1 The Tribe may issue bonds or enter into other debt financing instruments such as loans; or (TIFIA), "The Transportation Infrastructure Financing and Innovation Act" program provides Federal credit assistance to eligible transportation projects.

16.2 The Tribe may use funds to leverage other funds;

16.3 The Tribe may use funds to meet matching or cost participation requirements for any Federal or non-Federal Transit grant or program; and

16.4 The Tribe may apply for Tribal High Priority Projects Program funds through Section 1123 of MAP 21.

17.0 Emergency Response Plan

The goal of this section is to identify strategies and mitigate all risks from natural and manmade hazards that may be experienced by our citizens, surrounding community and visitors to Chickaloon's jurisdictional area. Protecting the infrastructure from damage, minimizing loss of life and injuries, damages and restoration of public services to promote economic development are an integral part of this proposed plan. Maintenance of critical transportation facilities in a functional order to reduce the above problems is critical.

17.1 Emergency Response/ Mitigation Plan.

The Chickaloon Native Village developed a _____ Plan in 2007. An addition to this plan, an Emergency Operations Plan (EOP), has been approved by the Chickaloon Village Traditional Council. The EOP has been forwarded to the Matanuska-Susitna Borough for addition to their EOP and a potential agreement between the Tribe and the MSB.

The EOP is currently being reviewed by departmental staff and additional departmental information will be included in the plan as needed. This will include an agreement with the MSB and the CNV to use the Transit bus if necessary during emergencies.

Emergency Operations Plan Letter of Promulgation

Date: July 31, 2012 THIS IS NOT YET SIGNED

To: All Department Heads, Program Managers, Employees and Citizens of the Chickaloon Native Village.

Preservation of life, property and the environment is an inherent responsibility of local, State, Tribal and Federal governments. The Chickaloon Native Village, also known as Nay'dini'aa Na', Chickaloon Traditional Village, and Chickaloon Village, through its governing body, Chickaloon Village Traditional Council (CVTC), a sovereign Traditional Tribal Government and a part of the Athabascan Nation, in cooperation with the Matanuska-Susitna Borough has prepared an Emergency Operations Plan (EOP) to ensure the an effective and efficient allocation of resources for the protection of the Citizens of the Chickaloon Traditional Village and their property.

While no plan can prevent all casualties and destruction of property, the Chickaloon Traditional Village acknowledges that well-designed plans carried out by knowledgeable, well-trained and dedicated personnel can and will minimize losses in both areas.
The objective of this Emergency Operations Plan is to incorporate and coordinate all the facilities and personnel of the Tribe, Matanuska-Susitna Borough (MSB) and State of Alaska jurisdictions, Federal agencies, and other applicable parties into an efficient organization capable of responding effectively to any emergency.

This Emergency Operations Plan will be reviewed and exercised periodically and revised as necessary to meet changing conditions.

The Chickaloon Village Traditional Council gives its full support to this plan and urges all department heads, program managers, employees and citizens, individually and collectively, to do their share in the total emergency effort of the community, and to prepare their individual homes for potential emergencies.

Appendix Listing:

A. Route Narratives

B. Non-Financially Constrained Route Listing

C. Financially Constrained Route Listing

D. Tribal Transportation Improvement Program

E. U. S. Dept. of Transportation
CNV IRR Program Agreement

F. Glossary of Terms

G. Official Indian Reservation Road Inventory List

H. CNV Route Maps by Geographic Area

I. CNV Traditional Jurisdiction Area Map

J. Resolutions

K. 2013 Routes Added to Inventory

L. Proof of Public Notice