

# Afognak Long-Range Transportation Plan



## Native Village of Afognak

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This Transportation Plan was prepared by EBSC engineering, with assistance and support from the Native Village of Afognak and Bureau of Indian Affairs. The plan aims to benefit and communicate the vision, commitment, and leadership of the Afognak community.



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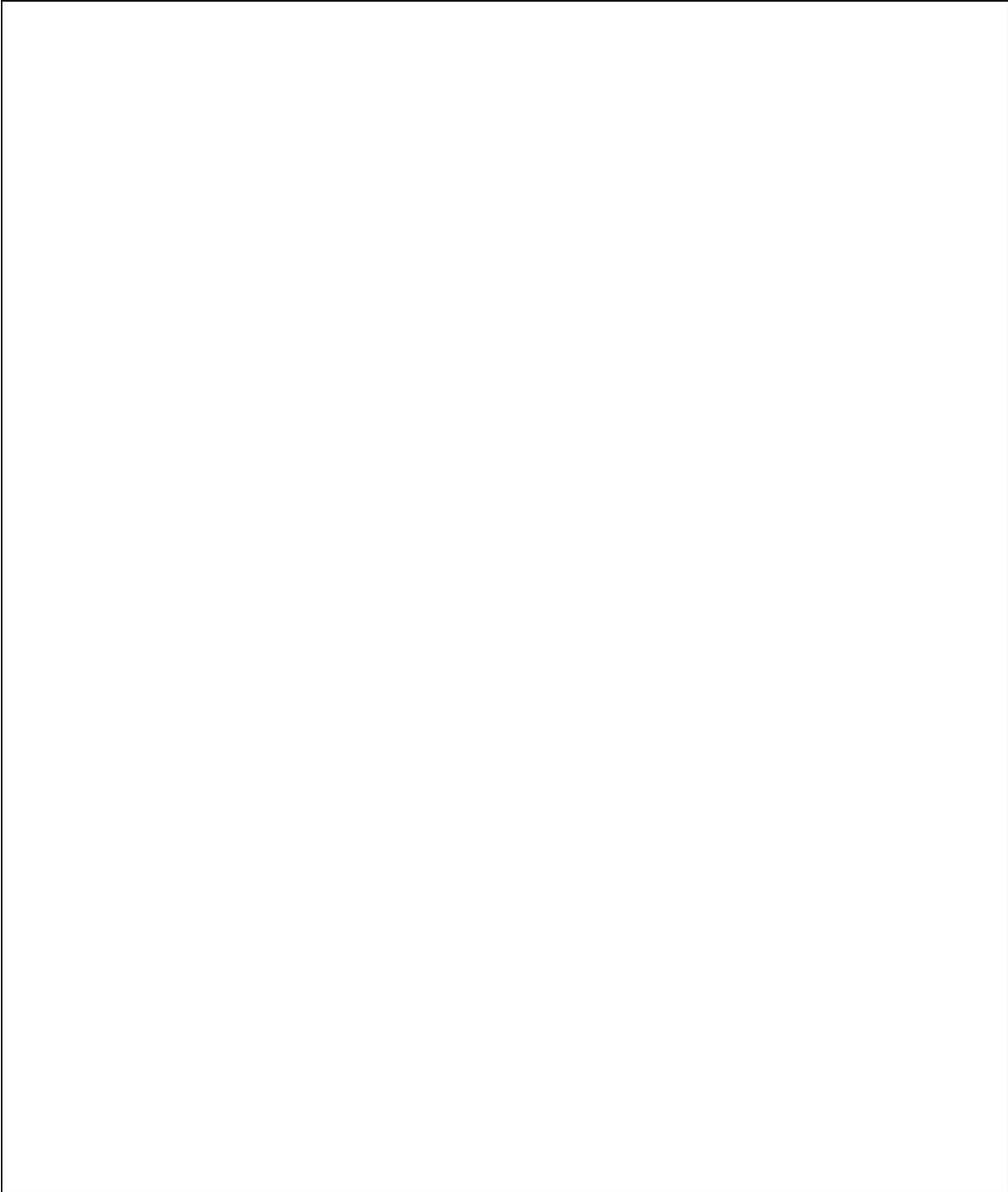
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## Acronyms and Glossary

- ADEC Alaska Department of Conservation
- ADOT&PF Alaska Department of Transportation and Public Facilities
- AEA Alaska Energy Authority
- AHFC Alaska Housing Finance Corporation
- ANA Administration for Native Americans
- ARIES Alaska Records and Information Exchange System
- ANTHC Alaska Native Tribal Health Consortium
- ATV All-Terrain Vehicle
- AVEC Alaska Village Electric Cooperative
- BIA Bureau of Indian Affairs
- CDBG Community Development Block Grant
- DCED Department of Community and Economic Development
- °F Degrees Fahrenheit
- FHWA Federal Highways Administration
- HUD Department of Housing and Urban Development
- IHS Indian Health Service
- JATP Juneau Area Transportation Plan
- KANA Kodiak Area Native Association
- LRTP Long-Range Transportation Plan
- NTTFI National Tribal Transportation Facility Inventory
- OHV Off-Highway Vehicle
- POB Point of Beginning
- POE Point of Ending
- ROW Right-of-way
- SEDS-AK Social and Economic Development Strategies for Alaska
- STIP State Transportation Improvement Program
- TEK Traditional Ecological Knowledge
- TTP Tribal Transportation Program
- TSP Transportation Safety Plan
- VSW Village Safe Water

# Resolution to Adopt LRTP



## Record of Changes

Record changes and updates to the Long-Range Transportation Plan in this section.


# 1. Executive Summary

**Need for improvements:** Afognak’s geographic isolation and limited infrastructure create significant transportation challenges for shareholders, visitors, and Tribal operations. The community depends entirely on marine and air transportation, both of which are vulnerable to harsh weather, rough seas, and limited navigational aids. Existing facilities - including boat landings, floatplane docks, and subsistence trails - are minimal and require improvement to ensure safety, reliability, and year-round access. Transportation-related improvements are essential to support the Tribe’s long-term vision of reconnecting members to ancestral lands, fostering cultural tourism, and providing access for subsistence activities. Without upgraded docks, trails, and safety infrastructure, access to the traditional village site remains difficult, limiting economic development, emergency response capability, and cultural preservation efforts.

**Recommendations:** The Tribal Priority List for FY2026 includes the following transportation improvements (in descending order of priority):

- | <b>Tribal Priority List for FY2026</b>  |
|---|
| <ul style="list-style-type: none"><li>• Catcher Beach Road: Approximately 2,340 linear feet ATV path along the beach and overland, connecting the Afognak Dig site to Catcher Beach (SEE PROPOSED ROUTE 2021 IN APPENDIX B).</li><li>• Protection of historical assets by identifying and marking trail routes</li><li>• Marine landing dock to provide safer access to Dig Afognak</li><li>•</li><li>•</li><li>•</li><li>•</li></ul> |

**Urgency:** The urgency to act cannot be overstated - each year of delay increases the risk of losing critical infrastructure to erosion, storm damage, and neglect. Climate change is intensifying coastal hazards, and the lack of reliable access hinders emergency response and essential services. Immediate planning, design, and investment are vital to safeguard the Tribe’s cultural heritage, protect its people, and ensure that future generations can continue to return to Afognak for subsistence, education, and cultural renewal.

## 2. Introduction

### 2.1 Purpose

The purpose of this Long-Range Transportation Plan (LRTP) is to provide a strategic framework for guiding transportation development and investment for the Native Village of Afognak over a 20-year planning horizon. This plan identifies current and anticipated transportation needs and outlines goals and priorities that support the community's vision for safety, mobility, economic opportunity, cultural preservation, and environmental stewardship.

The LRTP serves as a tool to:

- Assess existing transportation conditions and infrastructure on and around Afognak Island and within the ancestral lands of the Sugpiaq people.
- Identify critical transportation challenges and opportunities.
- Prioritize future transportation projects and improvements.
- Support funding applications through the Tribal Transportation Program (TTP) and other sources.
- Promote safe, sustainable, and culturally appropriate access to subsistence areas, seasonal camps, and heritage sites.
- Coordinate transportation planning with tribal members, the Afognak Native Corporation, and local, state, and federal agencies.

This plan reflects the Native Village of Afognak's commitment to self-determination and responsible land stewardship while ensuring that transportation improvements enhance the quality of life for current and future generations.

### 2.2 Regulatory Context

This plan fulfills the long-range planning requirements outlined in 25 CFR § 170 Subpart D – Transportation Planning and aligns with the Federal Highway Administration's Tribal Transportation Planning framework. It supports the inclusion of Afognak's eligible transportation facilities in the National Tribal Transportation Facility Inventory (NTTFI) and ensures consistency with federal and state transportation initiatives.

By adopting this plan, the Native Village of Afognak enhances its ability to advocate for essential infrastructure that promotes self-determination, preserves Alutiiq cultural heritage, and ensures safe, reliable transportation access for current and future generations.

## 3. Community Profile

### 3.1 Location and Setting

**Latitude, Longitude:** 58.014235, -152.764608 / **USGS MAP:** Sec. 13, T25S, R22W, SM

The village of Afognak is located on Afognak Island in the Kodiak Archipelago, approximately 25 miles north of the City of Kodiak in southcentral Alaska. The village lies within the Kodiak Island Borough and is surrounded by rugged coastal terrain, dense spruce forests, and abundant marine waters. Access is primarily by boat, with no road connections to other communities.



### 3.2 Soils and Topography

Afognak Island features rugged terrain, with rolling hills, steep slopes, and heavily forested areas dominated by Sitka spruce. Soils are typically acidic, shallow, and poorly drained due to glacial and volcanic activity. Wetlands, muskeg, and permafrost can be found in lower elevations. The difficult terrain and unstable soils present challenges for road construction and maintenance, making transportation infrastructure costly and complex.

### 3.3 Historical and Cultural Context

The Native Village of Afognak is a federally recognized Tribe with deep historical and cultural roots as an Alutiiq (Sugpiaq) community. Historically, Afognak village was a thriving Alutiiq community until the 1964 Good Friday Earthquake and tsunami forced relocation.

Many Tribal members resettled in nearby areas, including the City of Kodiak and Port Lions. Today, the Tribe maintains strong ties to its ancestral lands, using the area for subsistence harvesting, cultural practices, and educational programs.

The Tribe is dedicated to preserving and revitalizing Alutiiq culture, language, and traditions. Efforts include cultural camps, language revitalization programs, and infrastructure projects to support seasonal gatherings and potential future residency. The land remains a vital center for subsistence activities, including fishing, hunting, and gathering, as well as cultural education.



### 3.4 Demographics and Tribal Governance

The Native Village of Afognak has a Tribal enrollment of approximately 877 members, that reside in Kodiak, Port Lions, Anchorage, and beyond. Members regularly return to Afognak Island for subsistence activities, cultural events, and land stewardship.

The Tribe is governed by an elected Tribal Council and operates as a federally recognized Tribal government. The Council prioritizes cultural preservation, sustainable development, and improved access to ancestral lands, balancing modern needs with traditional values.

### 3.5 Economic and Social Characteristics

The Native Village of Afognak is pursuing economic opportunities that align with its cultural and environmental values, such as subsistence-based enterprises and renewable energy initiatives. Challenges include limited transportation infrastructure, lack of permanent housing, and seasonal access constraints. The Tribe's long-range transportation plan (LRTP) focuses on addressing these barriers to enhance connectivity, support cultural activities, and foster sustainable community development.

### 3.6 Current and Future Land Use

Current land use on Afognak Island includes subsistence harvesting, recreational use, cultural activities, timber management, and conservation. The Native Village of Afognak and Afognak Native Corporation manage lands with a focus on cultural preservation and responsible development. Future land use priorities and trends may include:

- Restoration and stewardship of the traditional Afognak village site remain central to the Tribe's mission. The Tribe envisions a future in which members return seasonally or permanently to Afognak Bay to reconnect with their heritage and land.
- Current and planned uses include the development of a cultural heritage camp, , marine access facilities, and trail networks for educational tours. These developments are designed to be sustainable and respectful of the natural and cultural environment.



- While the permanent population in Afognak is nonexistent, seasonal visitation by Tribal members, researchers, educators, and tourists is expected to grow. Increased activity during summer months will place greater demand on marine transportation infrastructure, trail systems, and safety measures.
- As more families seek to return for cultural activities, fishing, berry picking, and ceremonial events, dependable access to key land and water routes will become increasingly important. Growth in cultural programming will influence land use around traditional sites.

- Future land use will require modest but strategic investments in infrastructure, including stabilized boat landings, improved trailheads, emergency communication systems, and small-scale shelters. All growth must be balanced with environmental stewardship, considering the sensitivity of the coastal ecosystem.
- Renewable energy demonstration projects.
- Strategic partnerships with government agencies and conservation organizations.

### 3.7 Potential Transportation Priorities

Given the unique circumstances of the Native Village of Afognak, transportation priorities should be aligned with cultural, environmental, and logistical realities:

#### 1. Seasonal Trail and Landing Improvements

Improve and maintain seasonal access trails to key cultural and subsistence sites while protecting historical and cultural assets. Identify appropriate beach landing areas for boats and floatplanes, with minimal environmental impact.



#### 2. Marine Transportation Safety

Invest in marine safety equipment, navigational aids, and improved signage to enhance travel safety for tribal members using small vessels.

#### 3. Access for Cultural and Subsistence Activities

Develop transportation logistics (e.g., barge access, ATV trails) to support seasonal

cultural camps and subsistence harvests. Explore the feasibility of constructing a low-impact shelter or dock for easier offloading of supplies.

**4. Emergency Access Planning**

Coordinate with emergency services in Kodiak and Port Lions to establish reliable communication and response plans, particularly during cultural gatherings or camp activities.

**5. Environmental Stewardship**

Ensure all transportation planning is conducted with strong environmental oversight to preserve sensitive ecosystems, particularly salmon streams, marine life, and old-growth forests.

**Data Collection and Long-Term Planning**

Conduct surveys and community consultations to better understand current and future transportation needs. Develop a phased, cost-effective transportation improvement plan that aligns with tribal goals and available funding.

## 4. Transportation Vision, Goals, and Objectives

### 4.1 Transportation Vision Statement

The Native Village of Afognak envisions a safe, sustainable, and culturally rooted transportation system that reconnects Tribal members to their ancestral lands on Afognak Island, supports Alutiiq subsistence practices, enhances emergency access, and fosters cultural and economic revitalization.

### 4.2 Goals and Objectives

#### **Goal 1: Improve Access to Afognak for Tribal Members and Essential Services**

Objectives:

- Enhance marine access through maintained docks, boat launches, and seasonal mooring areas.
- Explore options for reliable helicopter access, including a dedicated helipad.
- Develop multi-seasonal trails to connect cultural sites and subsistence areas.

#### **Goal 2: Support Safe and Reliable Subsistence Travel and Cultural Activities**

Objectives:

- Preserve and improve traditional trails and waterways used for fishing, hunting, and gathering.
- Install clear signage and navigational aids for boat and foot travel in coastal and forested areas.
- Create storage and staging areas for subsistence gear, fuel, and safety equipment.

#### **Goal 3: Prepare for Future Infrastructure and Economic Development**

Objectives:

- Identify transportation routes to support cultural camps and educational programs initiatives.
- Plan for equipment access and storage to facilitate construction, maintenance, and cultural projects.
- Ensure transportation planning aligns with environmental sustainability and Alutiiq cultural values.

#### **Goal 4: Enhance Emergency Access and Safety**

Objectives:

- Improve air, marine, and trail access for emergency response and medevac operations during seasonal use.
- Coordinate with regional emergency providers to ensure readiness for coastal and island conditions.
- Establish communication systems and emergency shelter points along key routes.

**Goal 5: Comply with Federal and Tribal Planning Requirements**

Objectives:

- Ensure all eligible transportation facilities are documented in the National Tribal Transportation Facility Inventory (NTTFI).
- Align transportation planning with 25 CFR § 170 requirements.
- Leverage the LRTP to secure funding through the Tribal Transportation Program (TTP) and other sources.

## 5. Public and Stakeholder Involvement

### Overview

Meaningful public and stakeholder involvement is vital to crafting a transportation plan that embodies the needs, values, and priorities of the Native Village of Afognak. Although Afognak lacks a year-round population, the Tribe acknowledges that its members - living in Kodiak, Port Lions, Anchorage, and beyond - retain profound ancestral, cultural, and subsistence ties to Afognak Island. As such, public engagement centered on outreach to enrolled Tribal members and collaboration with regional partners has been a cornerstone of this Long-Range Transportation Plan (LRTP).

This section outlines the methods used to collect input, the key stakeholders involved, and the primary themes and transportation concerns that emerged from the outreach process.

### 5.1 Outreach Methods

The Native Village of Afognak utilized a blend of direct engagement, digital communication, and regional coordination to gather input. Methods included:

- **Virtual Surveys:** Shared with enrolled Tribal members to capture data on travel patterns, transportation needs, and priorities.
- **Teleconference and Zoom Meetings:** Held with Tribal members, Elders, and youth residing in Kodiak, Port Lions, and Anchorage.
- **Phone Interviews:** Conducted with Elders and subsistence practitioners knowledgeable about Afognak's traditional routes and cultural sites.
- **Email Correspondence and Flyers:** Distributed via email and displayed in partner communities to promote awareness of the LRTP process.
- **Coordination Meetings:** Convened with agencies such as the BIA Regional Office, Alaska DOT&PF, and neighboring Tribal governments to align priorities and identify collaborative opportunities.

### 5.2 Key Stakeholders

The following groups were engaged or consulted during the LRTP process:

- Enrolled Members of the Native Village of Afognak
- Afognak Tribal Council and Administrative Staff
- Alutiiq Elders and Cultural Knowledge Bearers
- Youth Representatives

- Residents of Kodiak, Port Lions, and other nearby communities
- Alaska Tribal Technical Assistance Program (TTAP)
- BIA Division of Transportation
- Alaska Department of Transportation & Public Facilities (DOT&PF)
- Neighboring Tribes and Regional Corporations (e.g., Koniag, Inc.)

### 5.3 Community Input Themes

Feedback from Tribal members and stakeholders informed the transportation vision and project priorities. Key themes included:

- **Access to Afognak:** Members stressed the need for enhanced marine and air access to Afognak Island for subsistence, cultural, and educational activities.
- **Subsistence Route Safety:** Concerns were voiced about the safety and maintenance of coastal trails, waterways, and boat access points. Of specific concern was the impact trails may have on the traditional burial grounds of Afognak village.
- **Cultural Revitalization:** Many expressed a desire to return to Afognak for cultural camps, language revitalization, and youth education programs.
- **Infrastructure for Future Growth:** Stakeholders endorsed planning for future infrastructure, such as docks or seasonal facilities, to support cultural and economic development.
- **Emergency Preparedness:** Reliable access for medevac, supply delivery, and emergency response was highlighted as a critical priority.

### 5.4 Ongoing Engagement and Plan Updates

The Native Village of Afognak is dedicated to sustaining an open and continuous dialogue with its members and stakeholders. The Tribe plans to:

- Conduct annual meetings to review and update transportation priorities.
- Seek ongoing input as projects progress toward design and implementation.
- Revise the LRTP every five years, or as needed, to reflect new conditions and opportunities.

This inclusive, community-driven approach ensures that Afognak’s transportation planning remains responsive, culturally grounded, and aligned with the Tribe’s vision for self-determination, cultural preservation, and sustainable development.

## 6. Inventory of Existing Transportation System

### Overview

Due to its remote island location and limited infrastructure, the village of Afognak does not currently have a developed or permanent transportation system. However, the site is regularly accessed for seasonal cultural activities, subsistence practices, and educational programs. This inventory identifies the current modes of access and existing transportation-related assets that support Afognak's limited but essential connectivity.

This inventory provides a baseline for future transportation improvements and supports Afognak's eligibility for the Tribal Transportation Program (TTP) by identifying existing and potential facilities for inclusion in the National Tribal Transportation Facility Inventory (NTTFI).

### 6.1 Access Routes

#### Marine Access (Primary Mode)

- **Description:** Marine routes via the waters of the Kodiak Archipelago serve as the primary transportation corridor to Afognak Island year-round, with peak use during ice-free months (May–October). Tribal members travel by boat from Kodiak or Port Lions.
- **Challenges:** Navigation is complicated by strong tides, rocky shorelines, and variable weather conditions. The lack of formal docks or mooring facilities at Afognak limits safe access and efficient loading/unloading of supplies.
- **Potential Improvements:** Construction of a seasonal dock or boat landing to enhance safe access.

#### Terrestrial Trails (Secondary Mode)

- **Description:** Informal foot trails and ATV paths on Afognak Island connect cultural sites, subsistence areas, and seasonal camps, primarily used during summer and fall.
- **Challenges:** Trails are not formally maintained, are prone to overgrowth, and can be impassable due to wet terrain, erosion, or storm damage.
- **Potential Improvements:** Trail brushing, stabilization, and signage to improve safety and accessibility.

## 6.2 Air Access

- **Current Status:** Afognak does not have an airstrip or helipad. The nearest air access points are Kodiak Airport (25 miles south) or Port Lions Airport, which provide regular service to Anchorage and regional hubs.
- **Float Plane:** Visitors can access the area via float plane from Kodiak. Float planes are available for charter, and flights can be arranged through various local operators. This option provides convenient access to multiple locations, including nearshore areas and lakes. However, this method of travel is highly dependent on weather conditions.
- **Use:** Supplies, fuel, and emergency services are staged through Kodiak or Port Lions and may be transported to Afognak via boat.
- **Considerations:** Long-term planning may explore feasibility studies for a helipad or limited-use landing area to support emergencies or future development.

## 6.3 On-Site Trails and Access Paths

- **Existing Paths:** Informal footpaths and ATV tracks exist around the Afognak site, used for subsistence activities, accessing cultural sites and private property, and connecting seasonal camp areas.
- **Maintenance:** These paths are unimproved, vulnerable to erosion, overgrowth, and storm damage from coastal weather.
- **Needs:** Trail stabilization, minimal clearing, and signage to maintain access to culturally significant locations and subsistence areas.

## 6.4 Transportation-Related Equipment and Resources

- **Vehicles:** No dedicated transportation vehicles or equipment are stationed at Afognak due to its seasonal use.
- **Equipment:** The Tribe does not currently own trail maintenance or marine equipment but may collaborate with nearby communities for shared resources or pursue future acquisitions.
- **Storage Needs:** There are minimal on-site facilities for equipment storage and fuel containment. Additional secured onsite storage space would reduce the logistical challenges for subsistence and emergency planning.

## 6.5 Utilities and Supporting Infrastructure

- **Roads:** Earthen roads and primitive trails prevail in and around the Village of Afognak. There are no engineered roads or gravel pads in the community.
- **Power/Water:** No utility infrastructure exists to support year-round occupancy or transportation facility development.
- **Communication:** Cellular and radio communication at Afognak is unreliable due to its remote location. Satellite communications are occasionally used during summer camps and site visits.

## 6.6 National Tribal Transportation Facility Inventory (NTTFI) Status

- **Inventory Records:** The Tribe is actively identifying transportation facilities for inclusion in the NTTFI, in compliance with 25 CFR § 170.
- **Candidate Routes:** Potential listings include marine access routes, subsistence trails, and proposed staging areas for seasonal access points.
- **Action Item:** Continue documenting informal routes and access points using GPS data, community input, and mapping to establish facilities eligible for Tribal Transportation Program (TTP) funding.

## Conclusion

Although Afognak lacks conventional road infrastructure, it relies on vital seasonal marine and terrestrial access routes that support its cultural, subsistence, and educational activities. The improvement and formalization of these facilities are critical steps toward ensuring sustainable access and fostering future development.

## 7. Transportation Needs Assessment

### Overview

The Native Village of Afognak’s transportation needs are distinct, driven by its remote island location, seasonal access patterns, Alutiiq subsistence traditions, and aspirations for cultural and economic revitalization. Although Afognak currently has no year-round residents or extensive infrastructure, Tribal members actively use the site for cultural, educational, and subsistence activities. This section evaluates existing gaps and future needs based on community input, environmental conditions, and long-term planning objectives.

The goal of this assessment is to guide informed decision-making and prioritize projects eligible for funding under the Tribal Transportation Program (TTP) and other relevant sources.

### 7.1 Community Access and Mobility

Current Gaps and Challenges:

- No year-round transportation infrastructure connects Afognak to Kodiak or Port Lions.
- Seasonal marine access (summer/fall) and limited terrestrial trails are weather-dependent and potentially hazardous.
- Lack of formal dock facilities, trail maintenance, or navigational aids.
- No reliable air access for routine or emergency travel.

Needs:

- Development of a seasonal dock or boat landing for safe marine access.
- Establishment of maintained trails linking key cultural and subsistence sites.
- Improved mapping, signage, and safety markers for marine and terrestrial routes.
- Feasibility study for a dedicated helipad to enhance connectivity.

### 7.2 Subsistence and Cultural Travel

Current Gaps and Challenges:

- Subsistence users rely on informal trails and waterways that may be obstructed by overgrowth, erosion, or coastal storms.

- Trails lack designated routes, risking disturbance to culturally significant or environmentally sensitive areas.
- Elders and youth face barriers accessing traditional fishing, hunting, and gathering sites due to limited infrastructure.

Needs:

- Brushing and restoration of historical trails used for subsistence activities.
- Designated low-impact subsistence routes to protect cultural and ecological resources.
- Accessible staging areas for boats, gear, fuel, and supplies.

### 7.3 Emergency and Safety Access

Current Gaps and Challenges:

- No designated air or marine access for emergency medical evacuations.
- Unreliable communication systems due to Afognak's remote location.
- Limited access during adverse weather or tidal conditions hinders emergency response.

Needs:

- Assessment for a small helipad or cleared landing zone for emergency use.
- Installation of emergency signage, shelters, and navigational aids along marine and trail routes.
- Enhanced coordination with regional emergency services in Kodiak and Port Lions.

### 7.4 Future Development Support

Current Gaps and Challenges:

- Afognak lacks roads, gravel pads, or cleared areas to support potential development (e.g., cultural camps, educational facilities).
- No infrastructure exists to facilitate delivery of construction equipment or materials.
- Future tourism, educational programs, or seasonal occupancy are constrained by transportation limitations.

Needs:

- Identification and clearing of corridors for small-scale trails or multi-use paths.
- Design and permitting of a seasonal access trail or dock to support development.
- Prioritization of routes for potential utilities or materials staging areas.

## 7.5 Environmental and Cultural Protection

Current Gaps and Challenges:

- Existing and proposed transportation facilities must avoid impacting coastal ecosystems, archaeological sites, and subsistence habitats.
- Limited baseline data exists for environmentally sensitive areas or cultural landmarks on Afognak.

Needs:

- Comprehensive environmental and cultural resource surveys before trail or infrastructure development.
- Incorporation of Alutiiq Traditional Ecological Knowledge (TEK) into route planning and maintenance.
- Transportation plans designed to minimize environmental impact while enhancing cultural access.

## 7.6 Summary of Identified Needs

Category	Key Needs
Access and Mobility	Seasonal dock, maintained trails, signage, feasibility study for air access
Subsistence Travel	Trail brushing, subsistence route mapping, staging areas
Emergency Access	Emergency landing zone, trail/marine markers, improved communication
Future Development	Trail and dock planning, multi-use paths, support for cultural/educational facilities
Cultural and Environmental	Resource surveys, TEK integration, low-impact infrastructure

This needs assessment informs the prioritization of projects in the subsequent sections of the LRTP and will guide Afognak’s applications for TTP, BIA, and other funding opportunities.

## 8. Transportation Project Priorities

### Overview

The transportation priorities for the Native Village of Afognak reflect the community's commitment to safe, culturally significant, and environmentally sustainable access to their ancestral lands on Afognak Island. The projects outlined below are informed by Tribal member input, the existing conditions assessment, and long-term goals for cultural revitalization and economic development. Each project is designed to be practical, eligible for funding under Tribal Transportation Program (TTP) guidelines, and adaptable to available resources.

Projects are organized by priority level and timeframe, with each entry including a description, justification, and potential funding sources.

### 8.1 Priority 1: Immediate and High-Impact Projects (0–5 Years)

- Seasonal Dock and Boat Landing
  - Description: Construct a seasonal dock or cribbed boat landing to facilitate safe marine access to Afognak Island.
  - Justification: Enhances year-round marine access for subsistence, cultural activities, and emergency response.
  - Estimated Cost: \$300,000–\$600,000 (site prep, materials, permitting)
  - Funding Sources: BIA TTP, Tribal Transportation Bridge Program, Denali Commission
- Cultural and Subsistence Trail Maintenance
  - Description: Brush, mark, and maintain existing footpaths and ATV trails used for subsistence and cultural activities.
  - Justification: Improves safe access to traditional fishing, hunting, and gathering sites, supporting Alutiiq cultural practices.
  - Estimated Cost: \$50,000–\$100,000 (brushing, signage, GPS mapping)
  - Funding Sources: BIA TTP, Tribal Shares, USDA Rural Development
- Trail and Route Inventory Mapping
  - Description: Use GPS and field surveys to map informal trails and marine access routes for inclusion in the NTTFI.
  - Justification: Essential for BIA funding eligibility and planning future improvements.
  - Estimated Cost: \$20,000–\$40,000
  - Funding Sources: BIA Planning Funds, Tribal Technical Assistance Program (TTAP)

## 8.2 Priority 2: Mid-Term Projects (5–10 Years)

- Emergency Access Planning and Helipad Feasibility
  - Description: Identify and prepare a site for a seasonal or emergency helicopter landing zone; coordinate with regional emergency services.
  - Justification: Supports medical evacuations and emergency response in remote conditions.
  - Estimated Cost: \$60,000–\$100,000 (planning and site preparation)
  - Funding Sources: BIA TTP, FEMA Pre-Disaster Mitigation, Alaska Native Tribal Health Consortium (ANTHC)
- Marine Route Safety Enhancements
  - Description: Install navigational aids, signage, and mooring points along primary marine access routes to Afognak.
  - Justification: Improves safety for boat travel, critical for subsistence and cultural visits.
  - Estimated Cost: \$75,000–\$150,000
  - Funding Sources: BIA TTP, TTPSF (Safety Fund), NOAA Coastal Grants

## 8.3 Priority 3: Long-Term and Development-Oriented Projects (10–20 Years)

- On-Site Multi-Use Trail System
  - Description: Design and construct a gravel trail network to connect cultural sites, subsistence areas, and potential camp locations.
  - Justification: Facilitates movement of people and materials, supporting cultural programs and future eco-tourism.
  - Estimated Cost: \$250,000–\$500,000 (design, earthwork, gravel surfacing)
  - Funding Sources: BIA TTP, Denali Commission, EDA Public Works Program
- Staging Area and Materials Pad
  - Description: Develop a cleared, gravel-surfaced area for temporary storage of construction materials, fuel, and supplies.
  - Justification: Supports infrastructure development and reduces logistical challenges for cultural and educational projects.
  - Estimated Cost: \$80,000–\$200,000
  - Funding Sources: BIA TTP, Tribal ARPA/IIJA funds, Infrastructure Investment Programs

## 8.4 Project Selection Criteria

Projects were prioritized based on the following factors:

- Safety and Reliability: Addresses hazards or improves access for critical activities.
- Cultural and Subsistence Value: Enhances traditional Alutiiq practices and identity.
- Readiness and Feasibility: Can be implemented with available resources and expertise.
- Alignment with Vision and Goals: Advances Tribal priorities for cultural and economic revitalization.
- Funding Eligibility: Meets criteria for BIA or complementary funding programs.

## 8.5 Ongoing Project Development and Monitoring

The Native Village of Afognak will:

- Review project priorities annually to adapt to new needs and opportunities.
- Update the LRTP at least every five years or as significant changes arise.
- Collaborate with partners, including the BIA, Alaska DOT&PF, and regional Tribal organizations.
- Seek planning and technical assistance through TTAP and other support programs.

## 8.6 Summary of Priorities

Category	Key Priorities
High Priority (0-5 years)	<ul style="list-style-type: none"> <li>• maintained trails: improved access to Catcher Beach</li> <li>• Seasonal dock</li> <li>• Trail markers and signage to protect traditional burial sites and other cultural and historic assets</li> <li>• feasibility study for air access</li> </ul>
Medium Priority (5-10 years)	<ul style="list-style-type: none"> <li>• Trail brushing</li> <li>• subsistence route mapping</li> <li>• staging areas</li> </ul>
Low Priority (10-20 years)	<ul style="list-style-type: none"> <li>• Emergency landing zone</li> <li>• marine markers</li> <li>• improved communication</li> </ul>

## Conclusion

The transportation priorities outlined in this section reflect a strategic and culturally grounded approach to enhancing access to ancestral lands while supporting the Tribe’s vision for cultural revitalization and sustainable development. By prioritizing immediate, high-impact projects like dock construction and trail maintenance, mid-term safety and

emergency access improvements, and long-term infrastructure for cultural and economic growth, the LRTP lays a clear path for incremental progress. These projects, selected for their alignment with Alutiiq values, safety, and funding eligibility, position the Tribe to leverage Tribal Transportation Program (TTP) resources and partnerships effectively. Through ongoing evaluation and community-driven planning, Afognak will ensure that its transportation system evolves to meet the needs of current and future generations, preserving the island's cultural and natural legacy.



## 9. Financial Planning and Funding Strategies

### Overview

Creating and sustaining a transportation system for the Native Village of Afognak requires a strategic blend of Tribal, federal, and potential state or private resources. This section outlines a financial approach to support the transportation priorities identified in Section 8, focusing on leveraging the Bureau of Indian Affairs (BIA) Tribal Transportation Program (TTP) and exploring additional grant and partnership opportunities.

Given Afognak's remote island location, lack of permanent residents, and minimal existing infrastructure, the financial strategy emphasizes planning, scalability, and incremental capacity-building to support cultural and economic revitalization.

### 9.1 Tribal Transportation Program (TTP) Funding

The Tribal Transportation Program, administered by the Federal Highway Administration (FHWA) and the BIA, is the primary funding source for federally recognized Tribes.

#### TTP Formula Funds

- **Eligibility:** As a federally recognized Tribe, Afognak is eligible for annual formula-based allocations.
- **Use:** Funds can support eligible projects, such as trail maintenance, dock construction, planning, safety improvements, and cultural access routes.
- **Strategy:**
  - Maintain and update Afognak's National Tribal Transportation Facility Inventory (NTTFI).
  - Prioritize cost-effective, shovel-ready projects to demonstrate progress and qualify for larger awards.

#### TTP Safety Fund (TTPSF)

- **Use:** Supports safety-focused projects, such as marine route signage, trail markers, and emergency access improvements.
- **Strategy:** Apply for TTPSF grants to enhance marine and trail safety for subsistence and emergency access.

## 9.2 Additional Federal and State Funding Opportunities

<b>Program</b>	<b>Description</b>	<b>Eligible Projects</b>	<b>Administering Agency</b>
BIA Tribal Transportation Bridge Program	Supports construction or improvement of deficient Tribal bridges	Docks or marine access structures	BIA
Indian Community Development Block Grant (ICDBG)	Infrastructure and community development grants	Cultural trails, staging areas	HUD
Denali Commission	Rural Alaska infrastructure funding	Docks, trails, emergency helipads	Denali Commission
FEMA Hazard Mitigation Grant Program	Emergency preparedness projects	Emergency landing zones, trail planning	FEMA
USDA Rural Development	Rural infrastructure support	Trails, staging areas	USDA
Infrastructure Investment and Jobs Act (IIJA)	Expanded transportation infrastructure programs	Long-term capital projects	FHWA, DOT
NOAA Coastal Grants	Coastal community resilience and infrastructure	Marine access improvements	NOAA

## 9.3 Planning and Technical Assistance Resources

- Tribal Technical Assistance Program (TTAP):
  - Provides training, planning support, and technical tools.
  - Strategy: Utilize TTAP for mapping, cost estimation, and project development workshops.
- Alaska Tribal Transportation Work Group and BIA Regional Support:

- Engage with BIA regional staff for guidance on project scoping, eligibility, and compliance.
- Partnerships with Neighboring Communities:
  - Coordinate with Kodiak, Port Lions, or regional entities like Koniag, Inc., for shared infrastructure or maintenance agreements.

## 9.4 Matching Funds and Cost-Sharing Considerations

While many Tribal federal programs do not require matching funds, some competitive grants prioritize applicants with local contributions.

Potential Sources of Match:

- In-kind labor or equipment from Tribal or regional partners.
- Planning support from regional organizations or Alaska Native Corporations.
- Private sponsors interested in cultural tourism or educational initiatives on Afognak.

## 9.5 Financial Strategy Summary

Short-Term Focus (0–5 Years):

- Maximize TTP formula funds for dock construction and trail maintenance.
- Apply for TTPSF and Denali Commission grants for marine and trail safety projects.
- Leverage TTAP and BIA support for planning and NTTFI route inventory.

Mid-Term Focus (5–10 Years):

- Secure competitive grants (e.g., ICDBG, USDA) for cultural trail enhancements and emergency infrastructure.
- Pursue FEMA or ANTHC funding for helipad feasibility and emergency preparedness.

Long-Term Focus (10–20 Years):

- Develop proposals for capital projects under IIJA and Denali Commission programs.
- Foster financial partnerships with local, regional, and federal stakeholders to support cultural and economic development.

## Conclusion

The Native Village of Afognak’s financial strategy supports phased development aligned with its vision for safe, culturally grounded, and sustainable access. By strategically utilizing Tribal funding, pursuing targeted grants, and building strong partnerships, the Tribe is well-positioned to develop transportation infrastructure that honors its Alutiiq heritage and supports future aspirations.

## 10. Environmental, Cultural, and Regulatory Considerations

### Overview

For the Native Village of Afognak, transportation planning is inseparable from the protection of the natural environment and the preservation of Alutiiq cultural values. Situated on Afognak Island in the Kodiak Archipelago, Afognak's coastal and forested landscape is central to the Tribe's subsistence practices, heritage, and identity. Transportation development must be carefully planned to honor these values, minimize ecological harm, and sustain the land for future generations.

This section outlines the environmental setting, cultural resource sensitivities, and key practices to ensure transportation improvements align with Tribal priorities, comply with regulations, and preserve the island's ecological and cultural integrity.

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### 10.1 Environmental Setting

#### Geography and Ecosystem:

- Afognak Island features rugged coastlines, dense spruce forests, and rich marine and terrestrial ecosystems within the Kodiak Archipelago.
- The area includes sensitive coastal habitats, salmon-bearing streams, and wildlife corridors supporting species like bears, deer, and seabirds.
- Seasonal storms, tides, and coastal erosion impact terrain stability and access conditions.

#### Environmental Concerns:

- Coastal erosion and habitat disturbance from dock or trail construction.
- Disruption of marine and terrestrial wildlife, particularly salmon, seals, and migratory birds.
- Potential impacts on water quality from construction or increased human activity.

#### Best Practices:

- Avoid development in sensitive coastal zones and wildlife habitats whenever possible.

- Use low-impact construction methods, such as boardwalks or geotextiles, for trails.
- Coordinate with the U.S. Army Corps of Engineers for Section 404 permitting when applicable.

## 10.2 Cultural and Historic Resource Considerations

### Cultural Significance:

- Afognak is a historic Alutiiq village site, used seasonally for subsistence harvesting, cultural education, and language revitalization.
- The island contains archaeological sites, traditional trails, and areas of spiritual significance tied to Alutiiq oral histories and ancestral practices.
- The Tribe views the land as sacred, integral to its cultural identity and community well-being.

### Historic Preservation Requirements:

- Projects using federal funds must comply with Section 106 of the National Historic Preservation Act (NHPA), requiring consultation with the State Historic Preservation Office (SHPO) and the Tribal Historic Preservation Office (THPO).
- Archaeological surveys may be required before construction in undisturbed areas.

### Tribal Protocols:

- All proposed routes and infrastructure developments must be reviewed and approved by the Afognak Tribal Council and Elders.
- Alutiiq Traditional Ecological Knowledge (TEK) will be integrated into route planning, environmental assessments, and project design.

## 10.3 Environmental Review and Permitting

Activity	Potential Permit/Requirement	Administering Agency
Dock or trail construction in coastal/wetland areas	Section 404 Permit	U.S. Army Corps of Engineers

<b>Activity</b>	<b>Potential Permit/Requirement</b>	<b>Administering Agency</b>
Projects using federal funds	NEPA Environmental Review	BIA, FHWA
Construction near cultural resources	Section 106 Consultation	SHPO, THPO (Tribal)
Habitat impact (e.g., salmon streams)	Title 16 Fish Habitat Permit	Alaska Department of Fish and Game (ADF&G)

Strategy:

- Initiate environmental documentation early in project development.
- Conduct screening-level assessments for low-impact projects and comprehensive assessments for larger efforts.
- Engage Elders and cultural knowledge keepers in all field assessments to ensure cultural sensitivity.

## 10.4 Climate and Resilience Considerations

- Climate change has the potential to increase coastal erosion and storm intensity, threatening future infrastructure on Afognak Island.
- Transportation systems must be resilient and adaptable to changing environmental conditions.

Recommendations:

- Prioritize flexible, low-maintenance infrastructure (e.g., trails, seasonal docks) over permanent structures.
- Monitor climate impacts, such as erosion or habitat shifts, and adapt development plans accordingly.
- Use native vegetation and erosion control measures for site stabilization.

## 10.5 Summary of Environmental and Cultural Principles

The following principles will guide all transportation planning and project development for Afognak:

- Respect for Land and Culture – Infrastructure must honor the Tribe’s spiritual and cultural connection to Afognak Island.
- Sustainability – Projects will employ materials and methods suited to local conditions, minimizing environmental impact.
- Tribal Leadership – Afognak Tribal members will lead decision-making processes regarding land use and resource protection.
- Compliance and Transparency – The Tribe will adhere to all applicable environmental and historic preservation regulations while fostering community trust.

### Conclusion

The Native Village of Afognak’s transportation planning is guided by a commitment to preserving the ecological integrity and cultural significance of Afognak Island. By integrating Alutiiq Traditional Ecological Knowledge, adhering to environmental and historic preservation regulations, and prioritizing sustainable, low-impact infrastructure, the Tribe ensures that transportation improvements strengthen community access while safeguarding the land and heritage for future generations. This balanced approach, rooted in Tribal leadership and community engagement, aligns with Afognak’s vision for cultural revitalization and self-determination, setting a foundation for resilient and culturally appropriate development.

# 11. Implementation and Plan Update Process

## Overview

Implementing the Long-Range Transportation Plan (LRTP) for the Native Village of Afognak demands a flexible, strategic approach tailored to the community's evolving needs, limited resources, and remote island context. As Afognak is primarily a seasonal-use area with no year-round residents, implementation will prioritize incremental progress, cultural relevance, and coordination with funding agencies and stakeholders.

This section details how the LRTP will serve as a living document to guide decision-making, monitor progress, and ensure accountability, while establishing procedures for regular updates and ongoing community engagement.

### 11.1 Implementation Strategy

- Use the LRTP as a Planning Tool:
  - Leverage project priorities from the LRTP to guide annual budgeting and Tribal Transportation Program (TTP) funding applications.
  - Align infrastructure investments with the vision, goals, and objectives outlined in Section 4.
  - Reference the LRTP in interagency coordination and funding proposals to enhance justification and eligibility.
- Establish Project Development Phases:  
Projects identified in Section 8 will be pursued in phases:
  - Planning Phase: Route mapping, environmental and cultural surveys, community consultation.
  - Design Phase: Preliminary design, cost estimation, permitting.
  - Construction Phase: Procurement, construction oversight, safety monitoring.
  - Maintenance Phase: Seasonal inspections, trail brushing, dock maintenance, signage updates.
- Build Internal Capacity:
  - Train Tribal staff or contractors in project management, grant writing, and regulatory compliance.
  - Participate in Tribal Technical Assistance Program (TTAP) workshops and regional collaboration networks.

## 11.2 Roles and Responsibilities

Entity	Role in Implementation
Afognak Tribal Council	Approves project priorities, oversees implementation, ensures cultural and environmental alignment.
Tribal Transportation Coordinator (if appointed)	Manages daily project tasks, coordinates with BIA and contractors, prepares funding applications.
BIA Regional Office	Provides technical assistance, oversight, and access to TTP funds.
Contract Engineers/Consultants	Assists with design, permitting, and construction as needed.
Community Members and Elders	Provide input on traditional land use, cultural significance, and route safety.

## 11.3 Plan Monitoring and Evaluation

To ensure the LRTP remains relevant and effective, the Tribal Council and its designees will:

- Conduct annual reviews during council meetings or community gatherings.
- Track metrics such as miles of trails maintained, dock construction progress, funds secured, or permits obtained.
- Document lessons learned after each project phase to refine future efforts.

Progress reports and updates will be shared with:

- BIA Transportation Program staff.
- Tribal members.
- Partnering agencies and grant funders (e.g., Denali Commission, Koniag, Inc.).

## 11.4 Plan Updates

The LRTP will be formally reviewed and updated at least every five (5) years, or sooner if:

- Significant transportation needs emerge (new cultural programs, or seasonal residency).
- New funding opportunities or regulatory changes arise.

- Community feedback highlights the need for revised priorities.

Update Process:

- Solicit input from Tribal members, Elders, and stakeholders.
- Assess current projects and progress.
- Revise relevant sections (e.g., inventory, project list, financial plan).
- Re-adopt the updated LRTP via Tribal Council resolution.
- Submit the updated LRTP to BIA for recordkeeping and continued funding eligibility.

## 11.5 Summary

The Afognak LRTP is a dynamic planning tool that will evolve with the Tribe's cultural, economic, and environmental goals. Through structured implementation, community-driven leadership, and regular updates, the plan will ensure transportation projects are culturally grounded, environmentally responsible, and strategically prioritized for funding and long-term success.

## 12. Appendices

**Appendix A:** Area map of inventoried routes.

**Appendix B:** NTTFI routes.

**Appendix C:** Public involvement records (meeting notes, survey results).

**Appendix D:** Equipment inventory (grader, ATVs, tools, etc.).

**Appendix E:** Tribal resolution supporting LRTP adoption.

### Notes

- **Compliance:** The plan adheres to BIA TTP guidelines (25 CFR § 170) and FHWA Tribal Transportation Planning frameworks.

# APPENDIX A: AREA MAP

## NATIVE VILLAGE OF AFOGNAK

E01002 ROUTES

MUSKOMEE LODGE

1014  
3.8 miles

1015  
4.5 miles

AFOGNAK LAKE

ROUTES:  
1009: 0.1 miles  
1010: 0.1 miles  
1011: 0.1 miles  
1012: 0.1 miles  
1013: 0.1 miles

1008.030  
1.5 miles

1008.020  
150 ft Bridge

1008.010  
3.3 miles

DIG AFOGNAK

NEW: CATCHER BEACH ACCESS

AFOGNAK CEMETERY

DIG AFOGNAK ROUTES:  
2001: 0.1 miles  
2002: 0.13 miles  
2003: 0.1 miles  
2004: 0.1 miles  
2005: 0.1 miles  
2006: 0.1 miles  
2007: 0.1 miles  
2008: 0.1 miles  
2009: 0.1 miles  
2010: 0.1 miles  
2011: 0.1 miles  
2012: 0.1 miles  
2013: 0.1 miles  
2014: 0.1 miles  
2015: 0.1 miles  
2016: 0.1 miles  
2017: 0.1 miles  
2018: 0.1 miles  
2019: 0.1 miles  
2020: 0.1 miles

ROUTES:  
1001: 1.8 miles  
1002: 0.5 miles  
1003: 3.0 miles  
1004: 0.6 miles  
1005: 0.4 miles  
1006: 0.2 miles  
1007: 0.4 miles

AFOGNAK VILLAGE

1002

1001

1003

1004

1005

1006

1007

Native Village of Afognak  
E01002, congressional district: 01



All routes are earthen trails and are primarily suitable for pedestrian and ATV use.

Terrestrial routes are in need of brush clearing, surface and drainage improvements, and signage.



2 mi

## **Appendix B: NTTFI routes.**

# Route 1001: BACK BAY ROAD

E01002 Native Village of Afognak  
Route 1001, 1.8 miles  
Route 1001.010, 0.73 miles  
Route 1001.020, 0.43 miles  
Route 1001.030, 0.58 miles

Section 24, Township 25S, Range 22W  
Congressional District 01



Google Earth



2000 ft

# Route 1002.010: AFOGNAK 2 ROAD

E01002 Native Village of Afognak  
Route 1002.010, 0.5 miles

Section 24, Township 25S, Range 22W  
Congressional District 01



POB: 1002  
POB:  
58.013111°  
152.761439°

Route 1002  
0.5 miles

POE: 1001.030, POB: 1002  
58.013111°  
152.761439°

Route 1001  
Back Bay RD

Google Earth

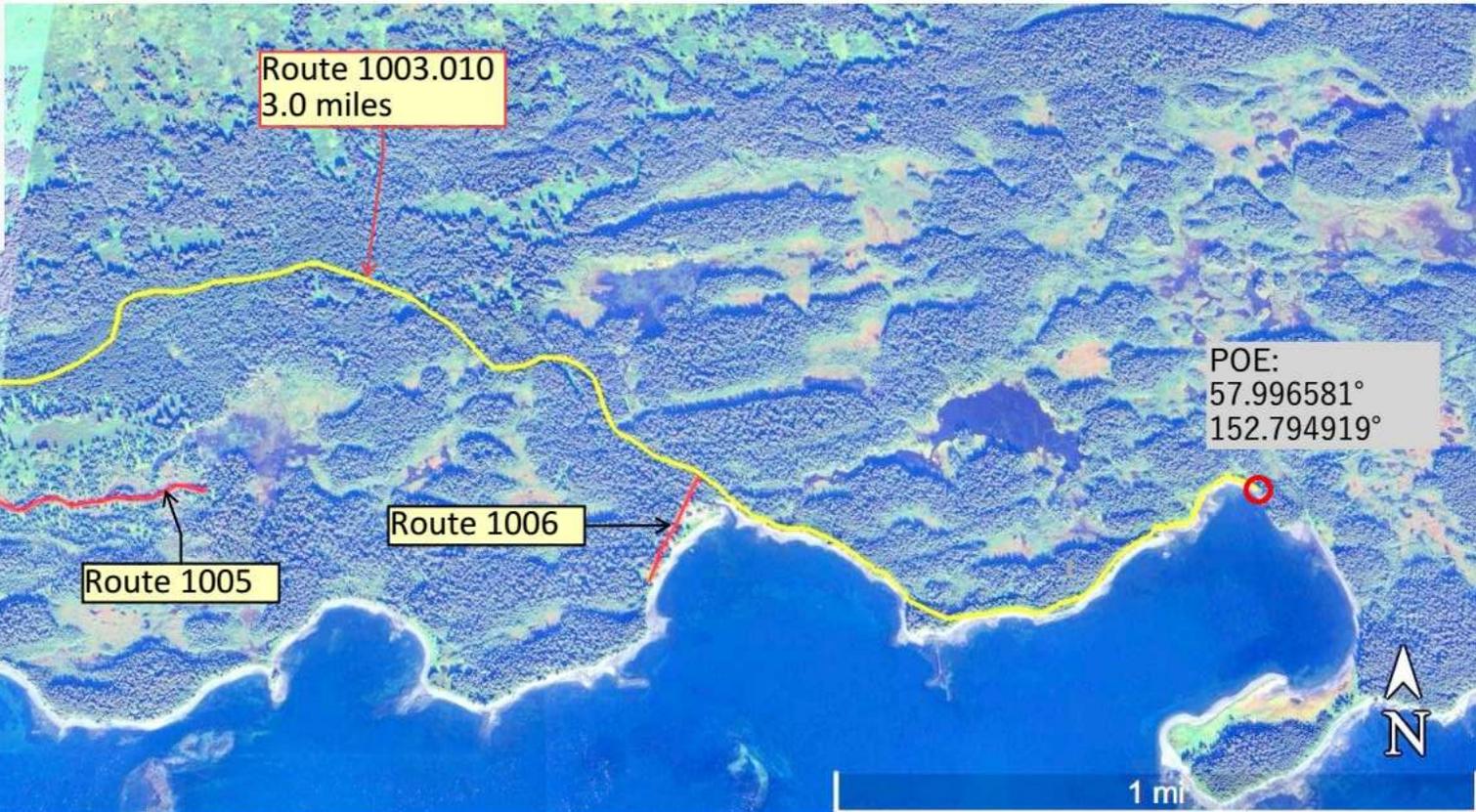
1000 ft



# Route 1003.010: AFOGNAK 3 ROAD

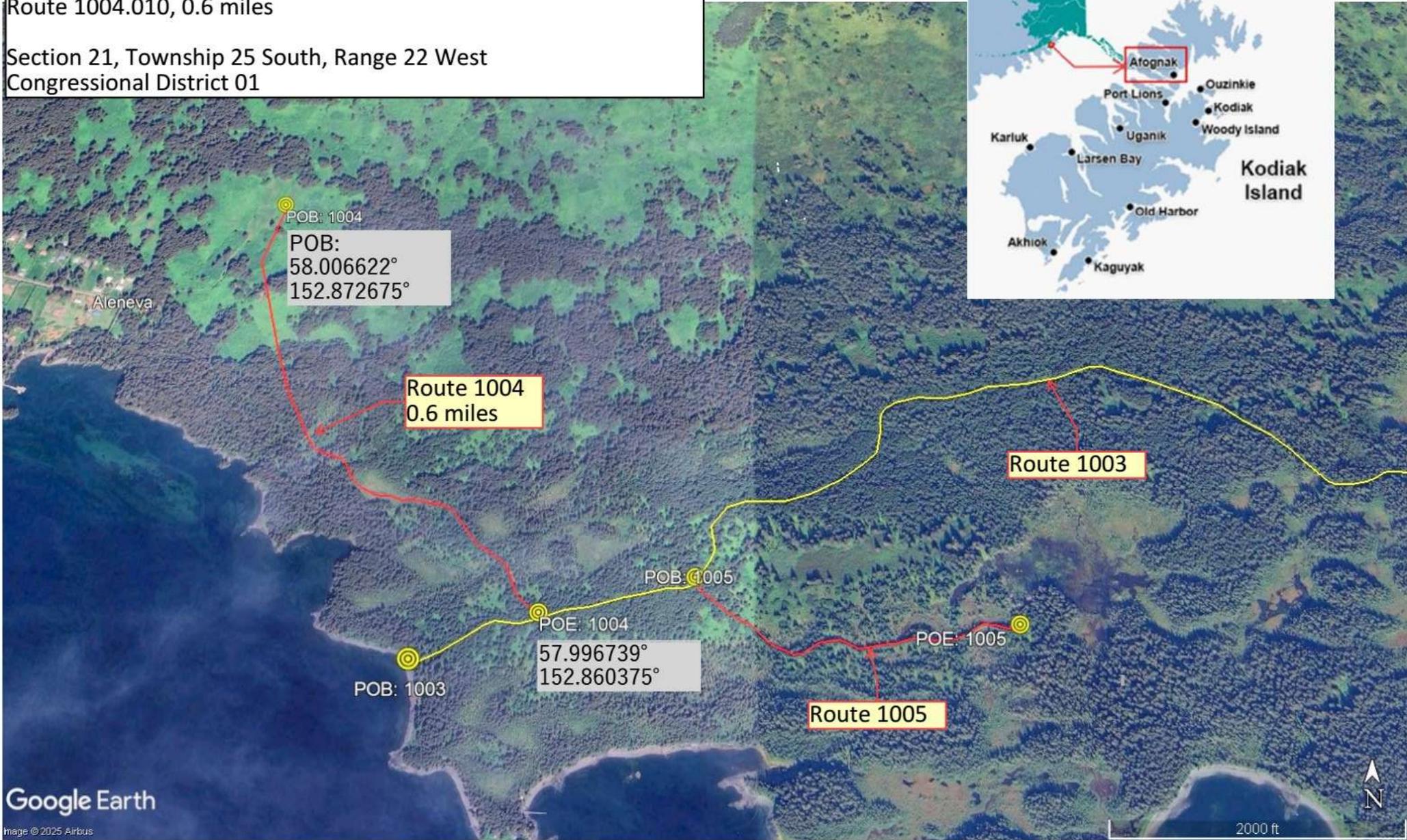
E01002 Native Village of Afognak  
Route 1003.010, 3.0 miles

Section 21 & 23, Township 25 South, Range 21W & 22W  
Congressional District 01



# Route 1004.010: AFOGNAK 4 ROAD

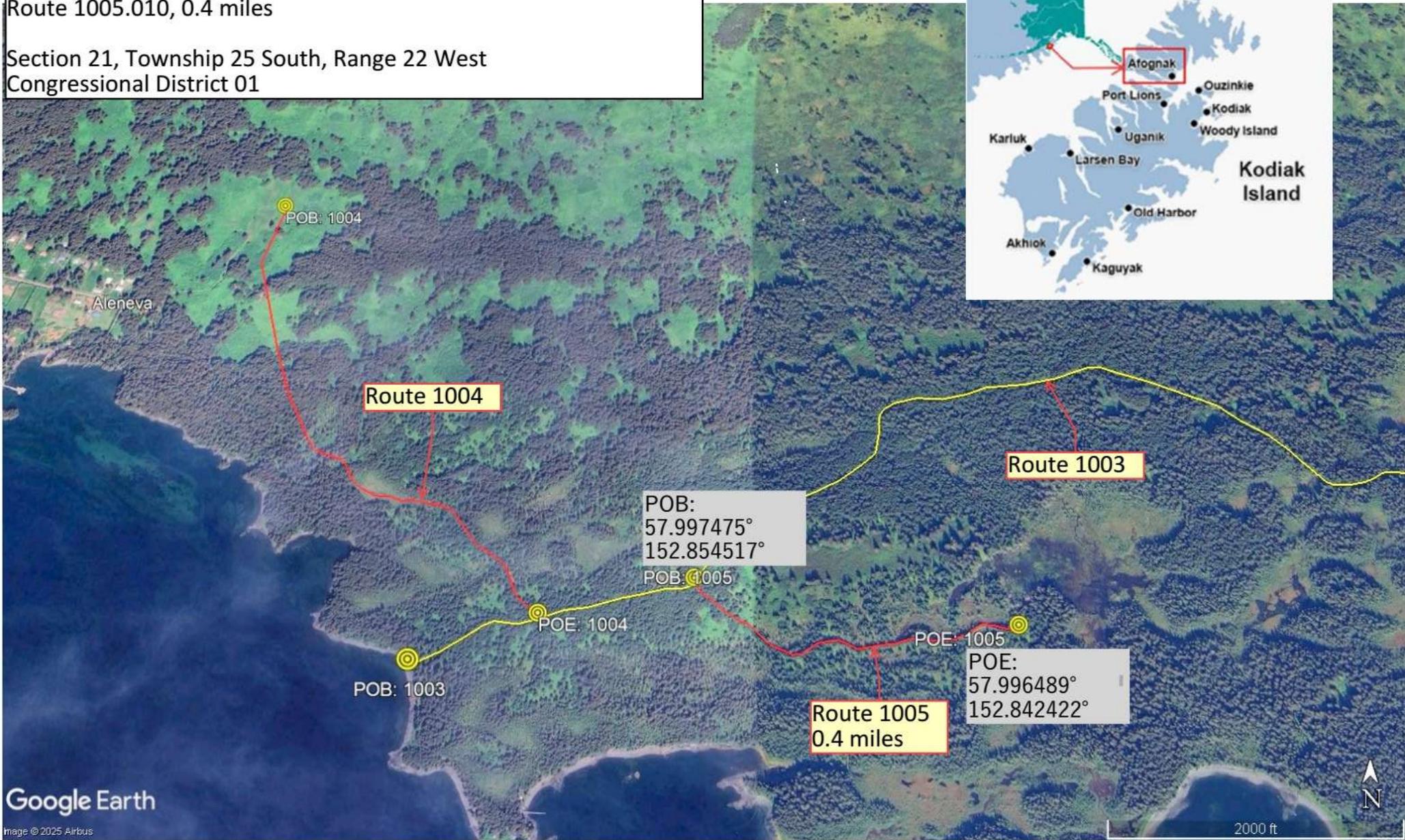
E01002 Native Village of Afognak  
Route 1004.010, 0.6 miles  
Section 21, Township 25 South, Range 22 West  
Congressional District 01



# Route 1005.010: AFOGNAK 5 ROAD

E01002 Native Village of Afognak  
Route 1005.010, 0.4 miles

Section 21, Township 25 South, Range 22 West  
Congressional District 01



# Route 1006.010: AFOGNAK 6 ROAD

E01002 Native Village of Afognak  
Route 1006.010, 0.2 miles

Section 22, Township 25 South, Range 22 West, Seward Meridian  
Congressional District 01



Route 1003

POB:  
57.996919°  
152.820083°

POB: 1006

Route 1006  
0.2 miles

POE:  
57.994297°  
152.822589°

POE: 1006

Back Bay



# Route 1007.010: AFOGNAK 7 ROAD

E01002 Native Village of Afognak  
Route 1007.010, 0.4 miles

Section 24, Township 25 South, Range 21 West  
Congressional District 01



POE:  
58.001686°  
152.778175°

POE: 1007

Route 1007  
0.4 miles

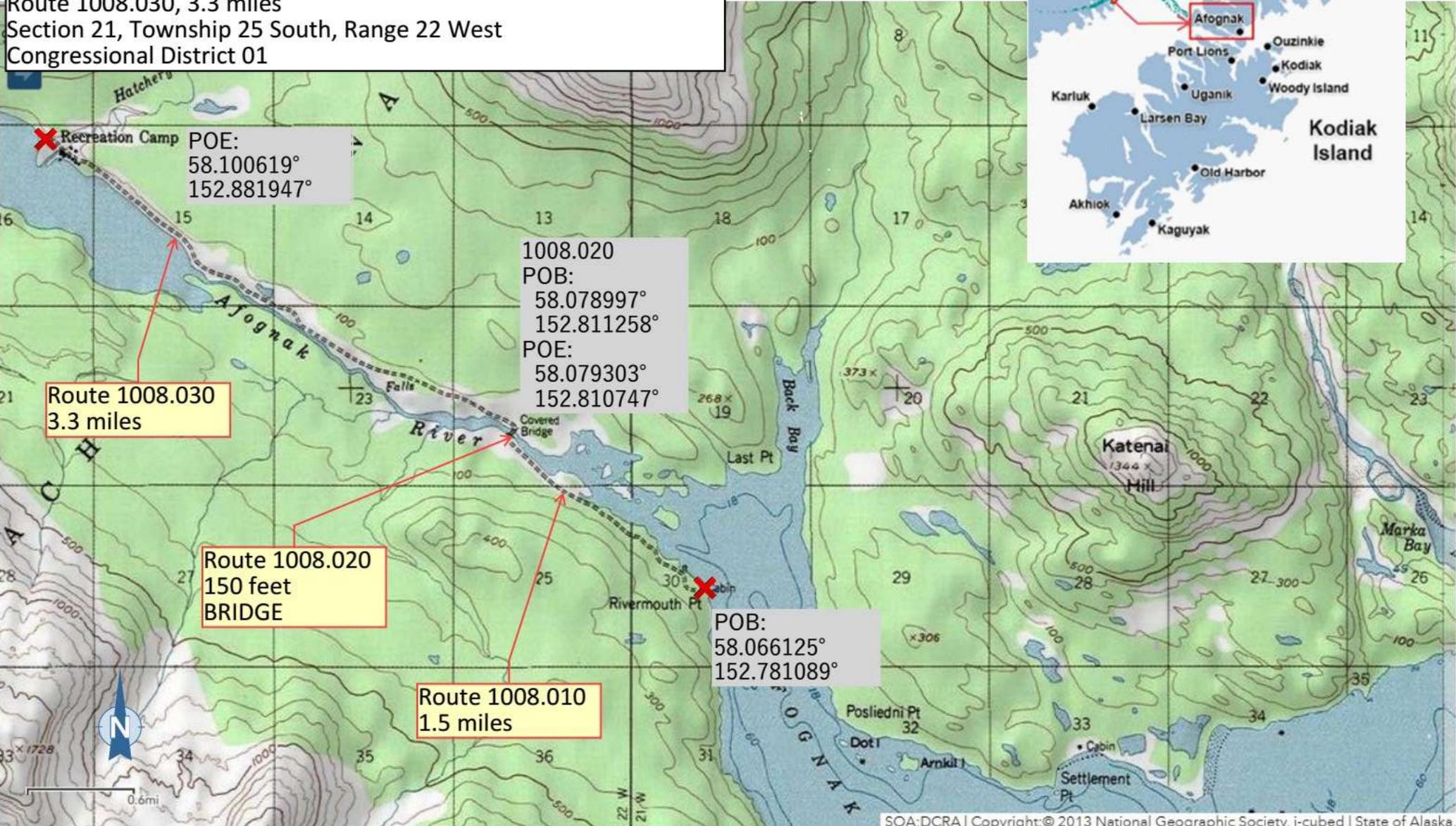
Route 1001

POB: 1007  
POB:  
57.996036°  
152.779619°

# Route 1008: AFOGNAK 8 ROAD



E01002 Native Village of Afognak  
Route 1008.010, 1.5 miles  
Route 1008.020, 150 feet (bridge)  
Route 1008.030, 3.3 miles  
Section 21, Township 25 South, Range 22 West  
Congressional District 01

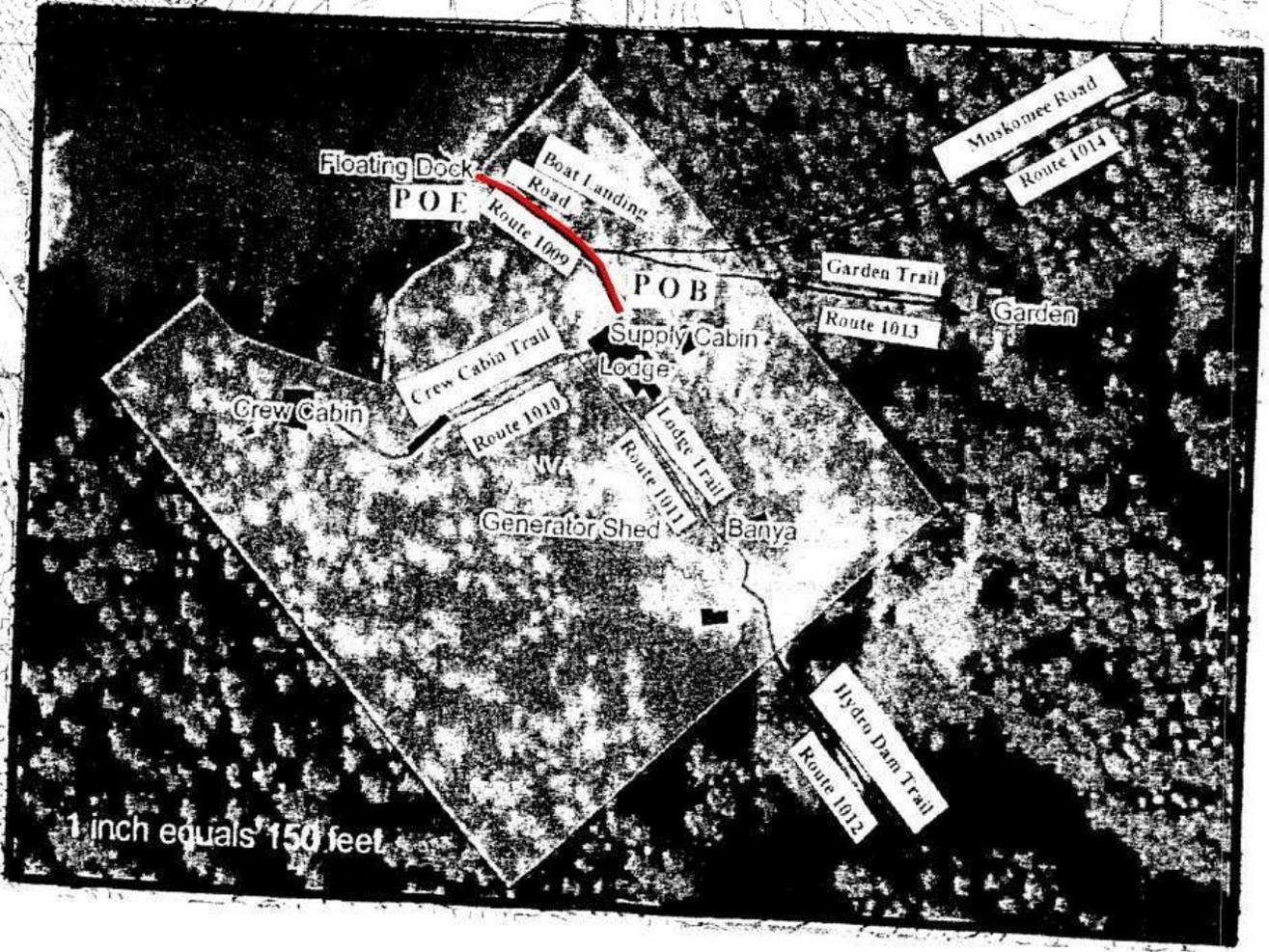
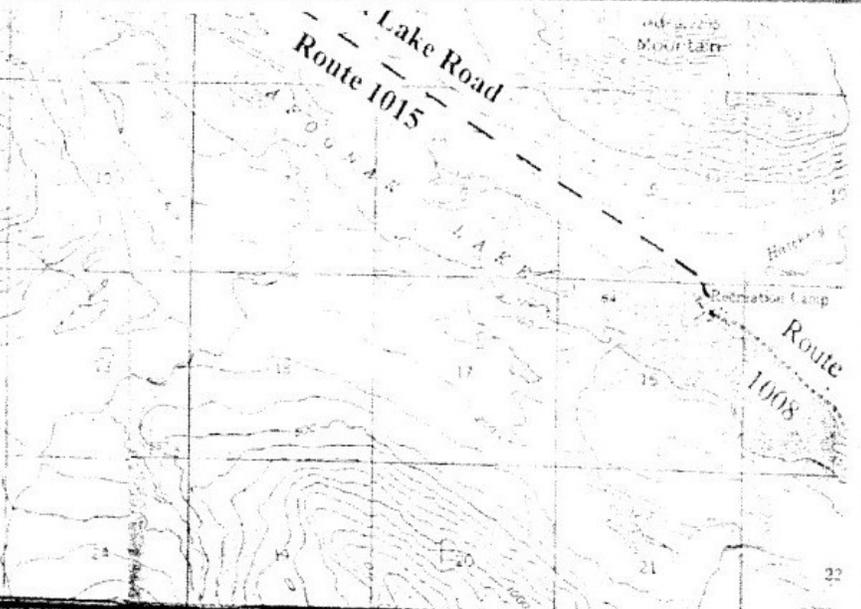
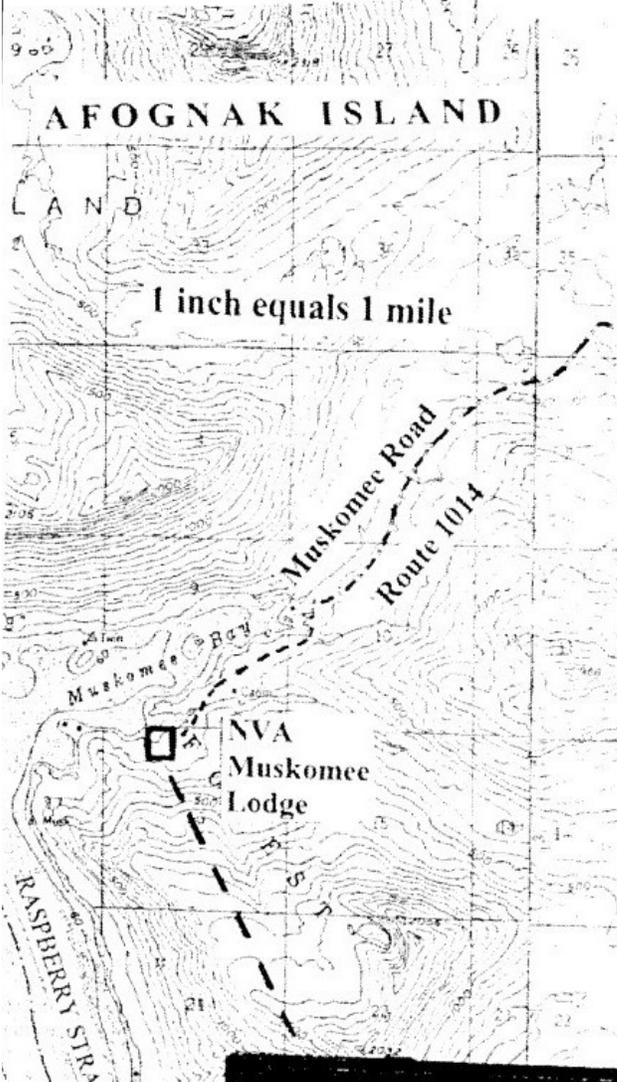


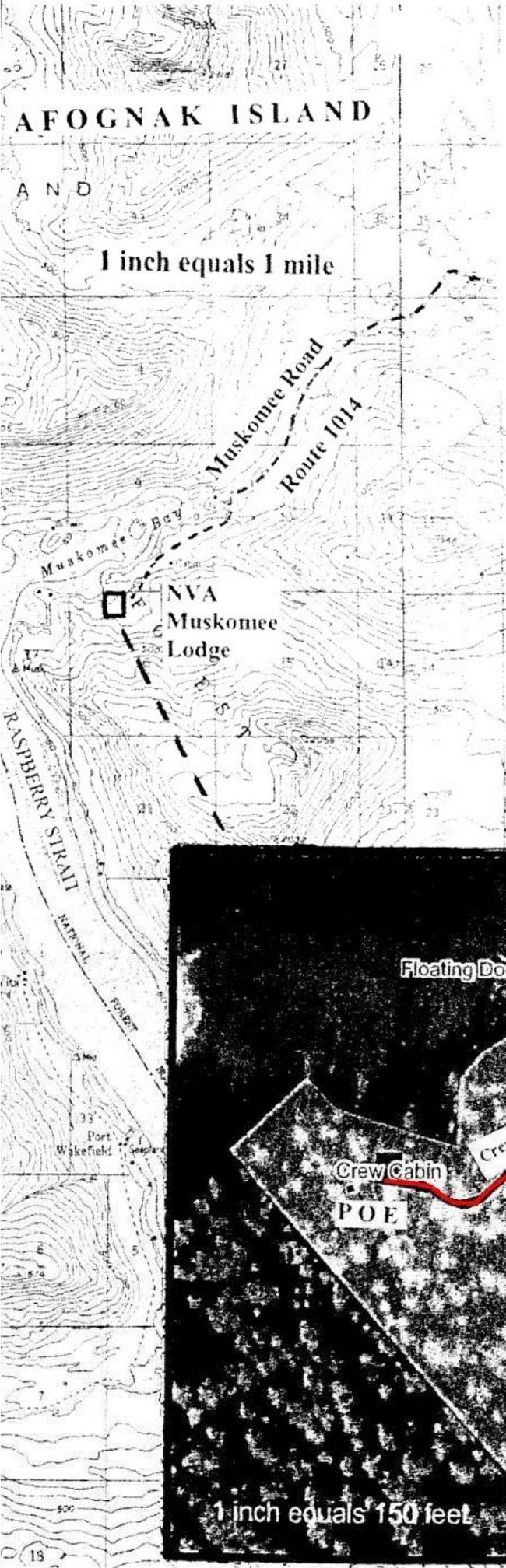
# NATIVE VILLAGE OF AFOGNAK

## 2009 IRR Long Range Transportation Plan (LRTP)

### Boat Landing Road (Route 1009)

Region:	Alaska
State:	02
Agency:	E01
Road Length:	0.1 Miles
POB: Township 24 South,	Range 23 West, Sect. 16
POE: Township 24 South,	Range 23 West, Sect. 16

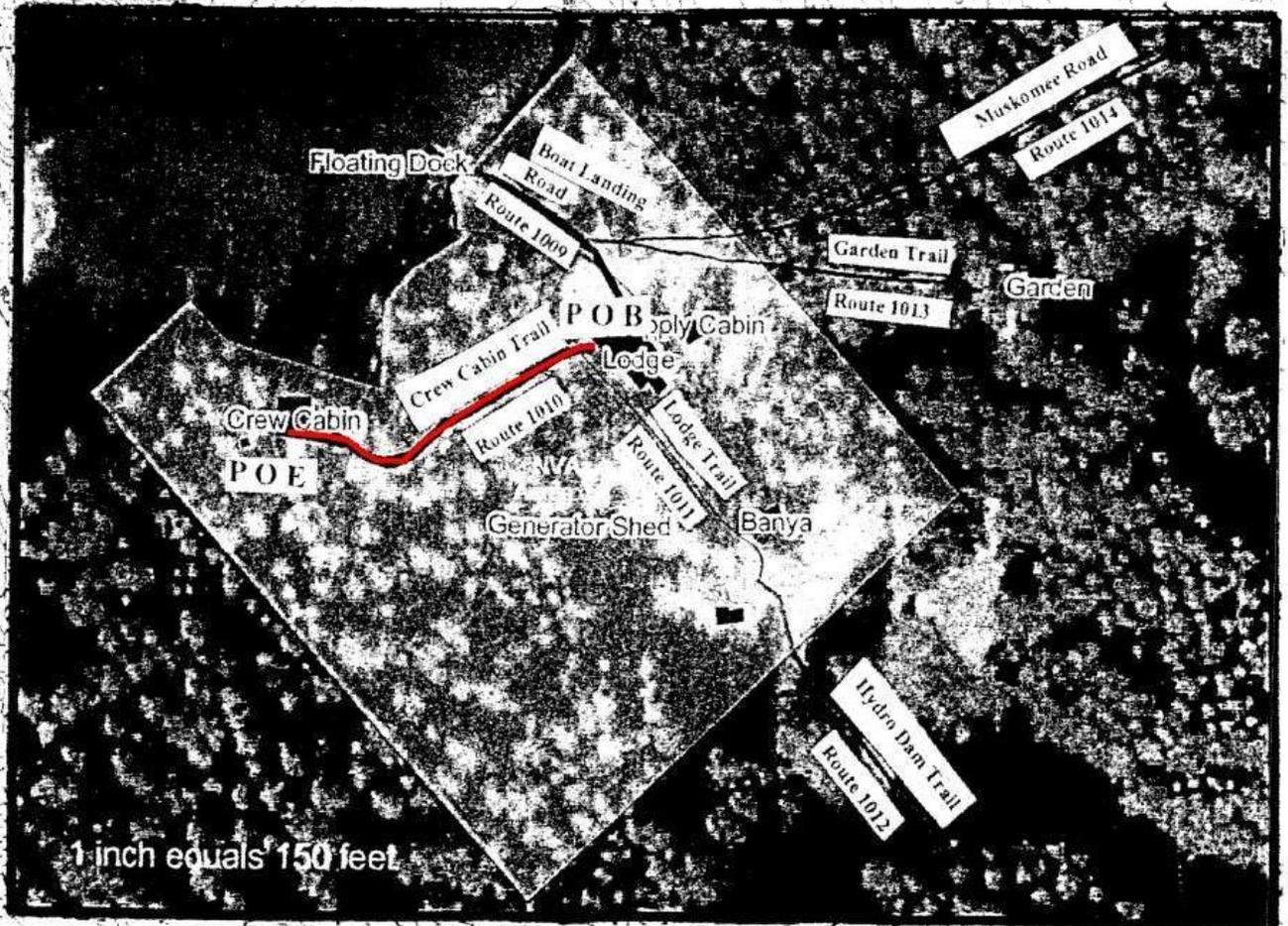
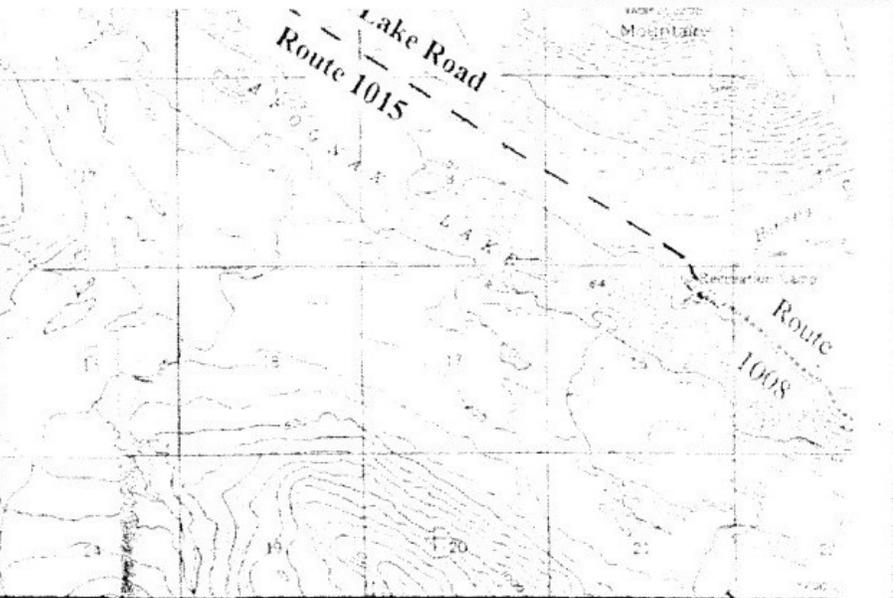




**NATIVE VILLAGE OF AFOGNAK**  
**2009 IRR Long Range Transportation Plan (LRTP)**

**Crew Cabin Trail (Route 1010)**

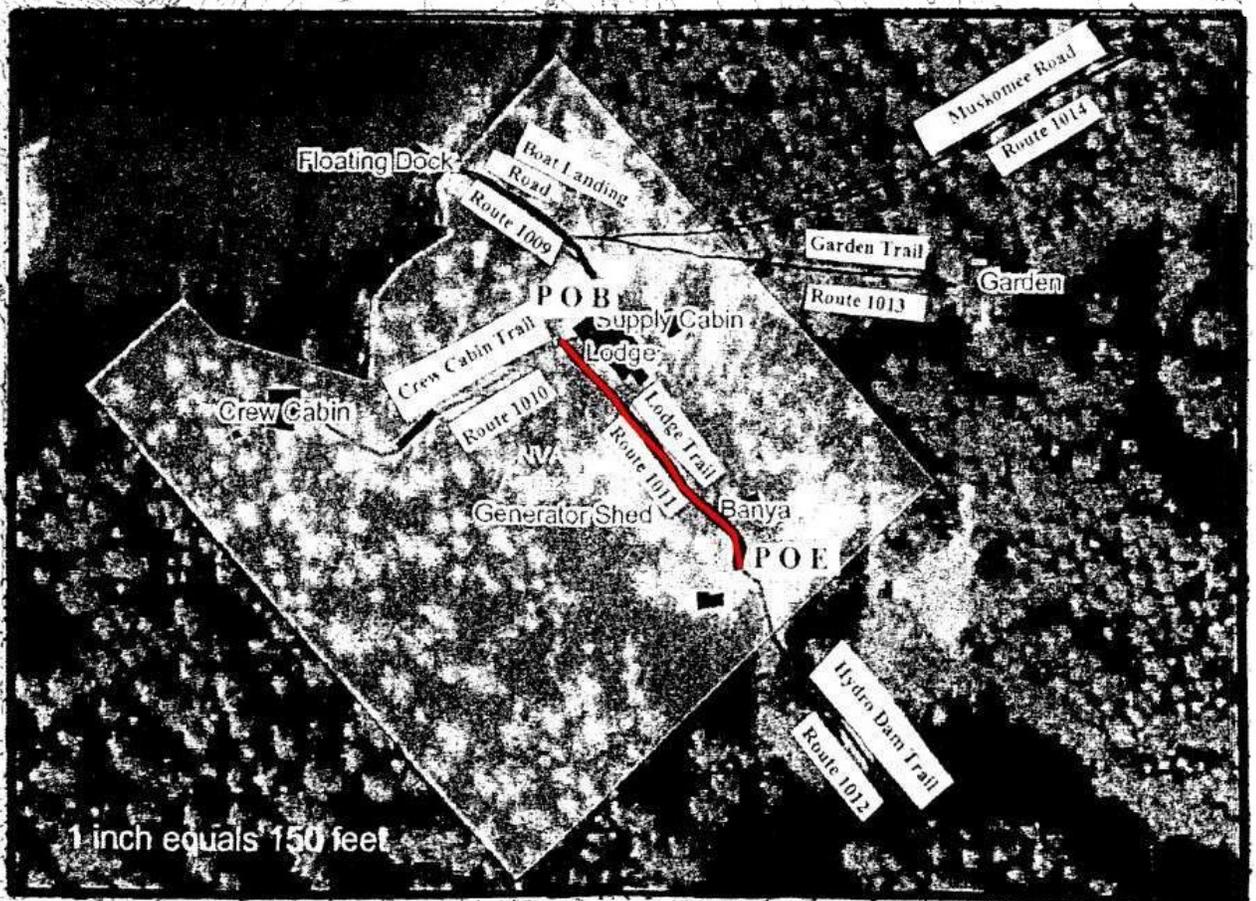
Region:	Alaska
State:	02
Agency:	E01
Road Length:	0.1 Miles
POB: Township 24 South,	Range 23 West, Sect. 16
POE: Township 24 South,	Range 23 West, Sect. 16



# NATIVE VILLAGE OF AFOGNAK 2009 IRR Long Range Transportation Plan (LRTP)

## Lodge Trail (Route 1011)

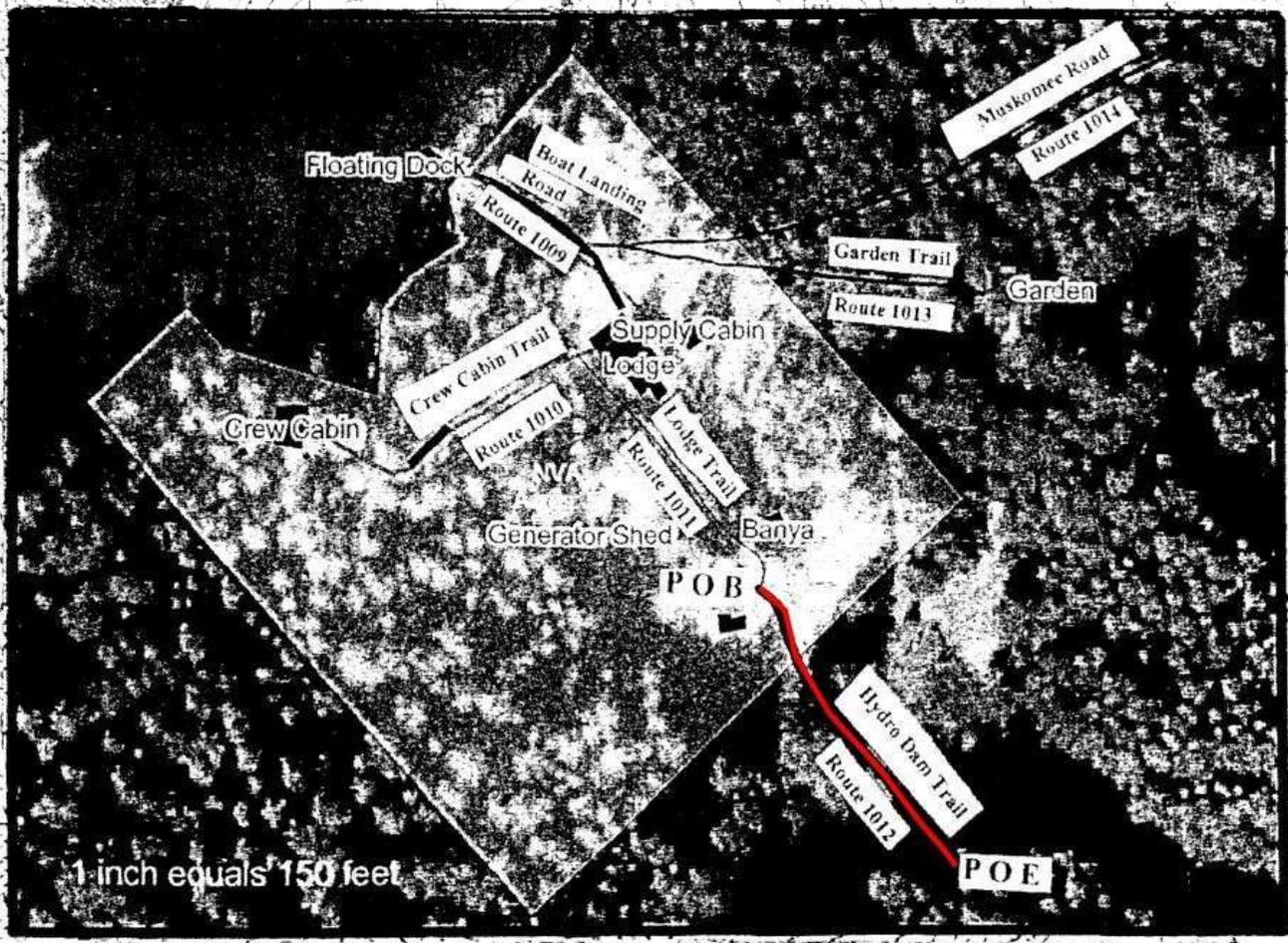
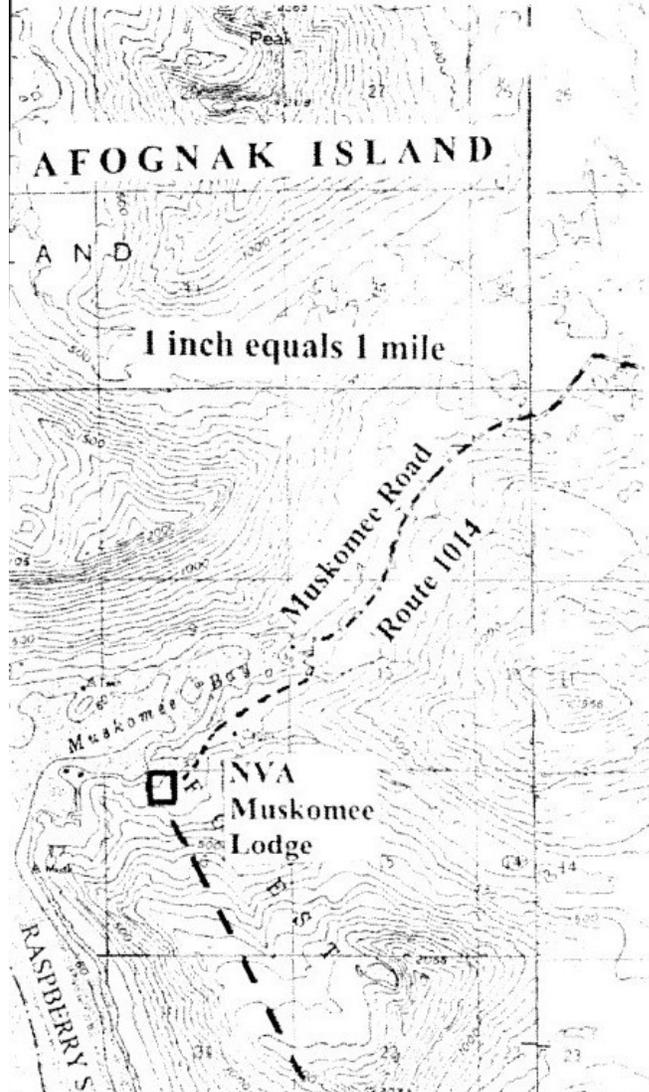
Region:	Alaska
State:	02
Agency:	E01
Road Length:	0.1 Miles
POB: Township 24 South,	Range 23 West, Sect. 16
POE: Township 24 South,	Range 23 West, Sect. 16



# NATIVE VILLAGE OF AFOGNAK 2009 IRR Long Range Transportation Plan (LRTP)

## Hydro Dam (Route 1012)

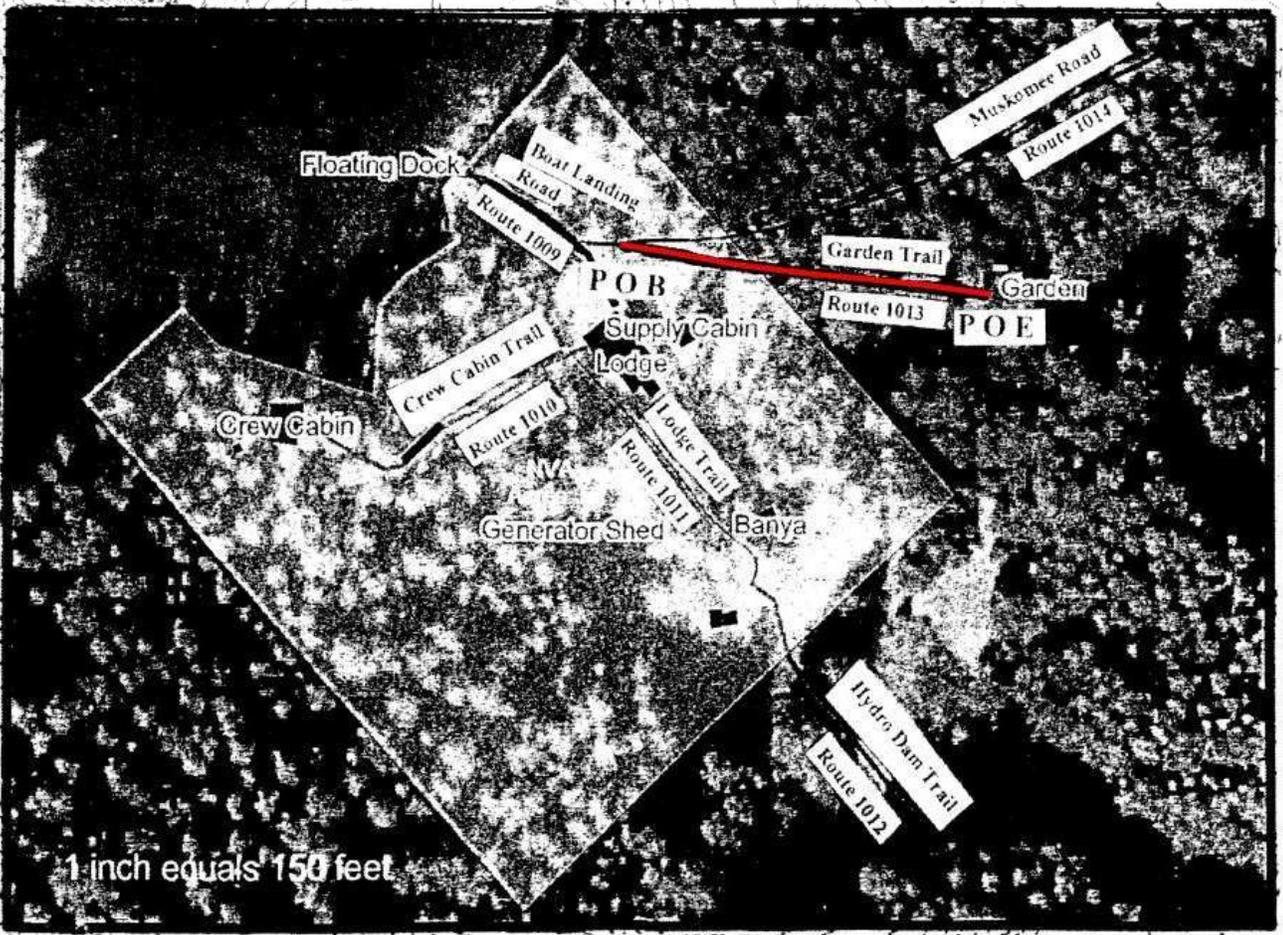
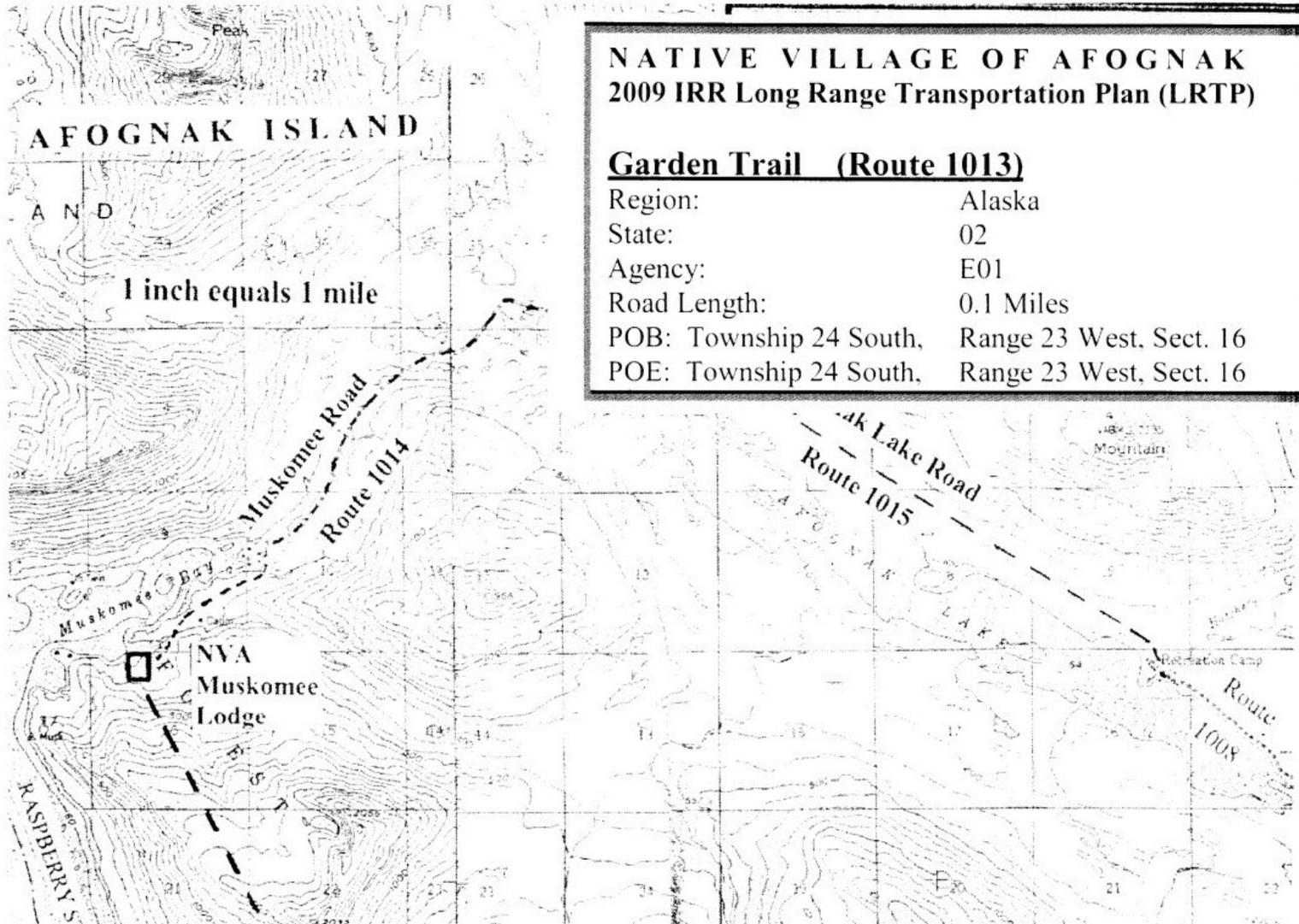
Region:	Alaska
State:	02
Agency:	E01
Road Length:	0.1 Miles
POB: Township 24 South,	Range 23 West, Sect. 16
POE: Township 24 South,	Range 23 West, Sect. 16



**NATIVE VILLAGE OF AFOGNAK  
2009 IRR Long Range Transportation Plan (LRTP)**

**Garden Trail (Route 1013)**

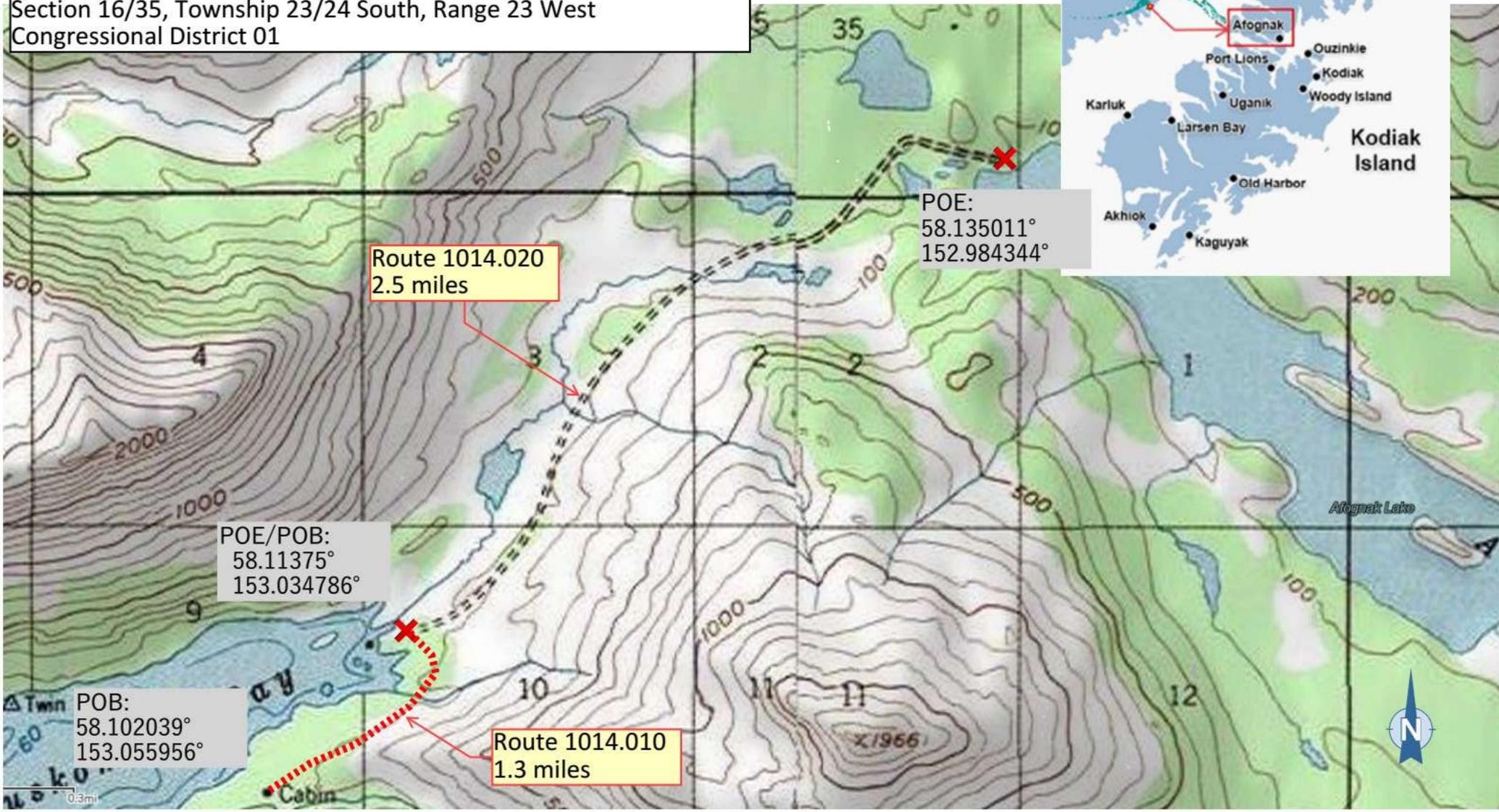
Region:	Alaska
State:	02
Agency:	E01
Road Length:	0.1 Miles
POB: Township 24 South,	Range 23 West, Sect. 16
POE: Township 24 South,	Range 23 West, Sect. 16



# Route 1014: Muskomee Road



E01002 Native Village of Afognak  
Route 1014.010, X.X miles  
Section 16/35, Township 23/24 South, Range 23 West  
Congressional District 01



Route 1014.020  
2.5 miles

POE:  
58.135011°  
152.984344°

POE/POB:  
58.11375°  
153.034786°

POB:  
58.102039°  
153.055956°

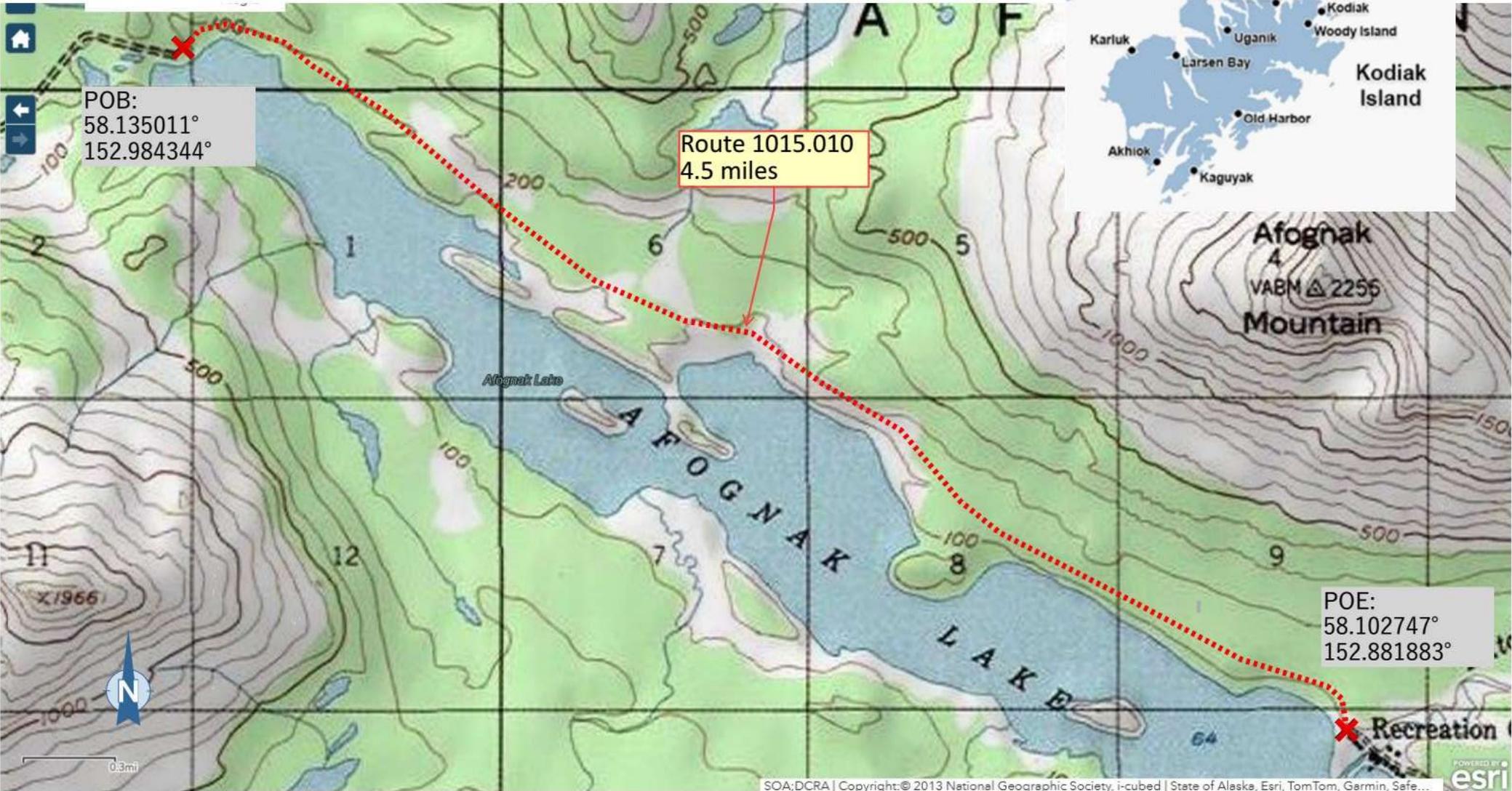
Route 1014.010  
1.3 miles

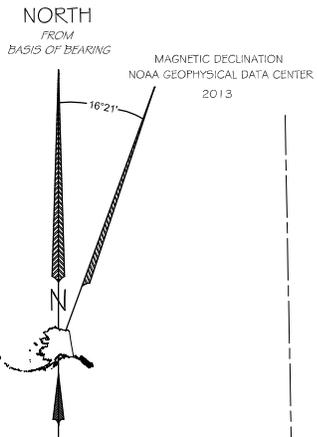
0.3mi

# Route 1015: AFOGNAK LAKE ROAD

E01002 Native Village of Afognak  
Route 1015.010, 4.5 miles

Section 16/30, Township 24 South, Range 21/22 West  
Congressional District 01





AFOGNAK  
ISLAND

UNOCCUPIED  
LOT 1  
SECTION 33  
T24S R21W  
U.S. PAT. 50-2012-0226

UNOCCUPIED  
U.S.  
SURVEY  
9132  
U.S. PAT.  
50-94-0122

UNOCCUPIED  
LOT 1  
SECTION 33  
T24S R21W  
U.S. PAT. 50-2012-0226

TRACT A  
DIG AFOGNAK Tract  
6.00 Acres

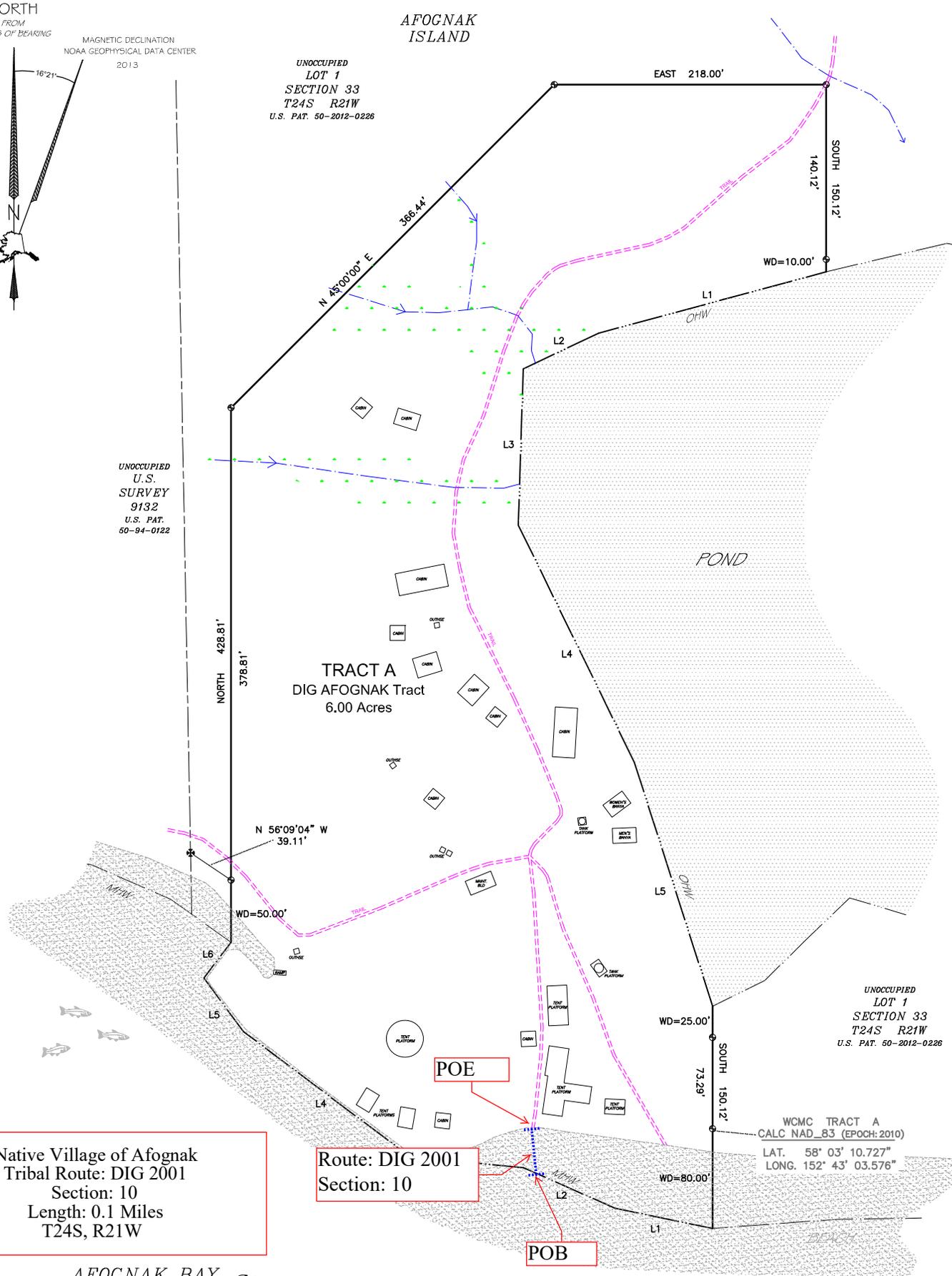
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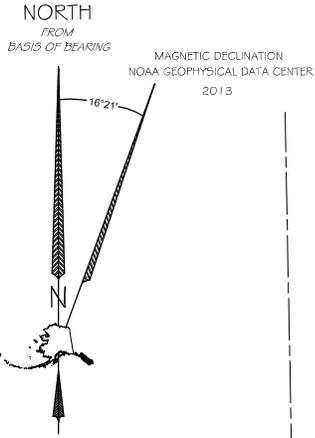
Native Village of Afognak  
Tribal Route: DIG 2001  
Section: 10  
Length: 0.1 Miles  
T24S, R21W

Route: DIG 2001  
Section: 10

WCMC TRACT A  
CALC NAD\_83 (EPOCH: 2010)  
LAT. 58° 03' 10.727"  
LONG. 152° 43' 03.576"

AFOGNAK BAY





AFOGNAK ISLAND

UNOCCUPIED  
 LOT 1  
 SECTION 33  
 T24S R21W  
 U.S. PAT. 50-2012-0226

UNOCCUPIED  
 U.S.  
 SURVEY  
 9132  
 U.S. PAT.  
 50-94-0122

TRACT A  
 DIG AFOGNAK Tract  
 6.00 Acres

EAST 218.00'

SOUTH 150.12'

WD=10.00'

POE

N 43°00'00" E  
366.44'

L1

CHW

L2

L3

L4

Route: DIG 2002  
 Section: 10

POND

NORTH 428.81'  
378.81'

N 56°09'04" W  
39.11'

WD=50.00'

L6

L5

WD=25.00'

73.29'

SOUTH 150.12'

WD=80.00'

L1

UNOCCUPIED  
 LOT 1  
 SECTION 33  
 T24S R21W  
 U.S. PAT. 50-2012-0226

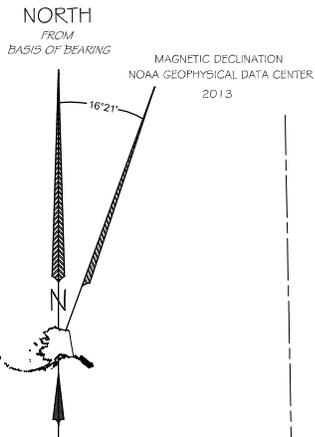
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 LAT. 58° 03' 10.727"  
 LONG. 152° 43' 03.576"

Native Village of Afognak  
 Tribal Route: DIG 2002  
 Section: 10  
 Length: 0.13 Miles  
 T24S, R21W

POB

AFOGNAK BAY





AFOGNAK ISLAND

UNOCCUPIED  
LOT 1  
SECTION 33  
T24S R21W  
U.S. PAT. 50-2012-0226

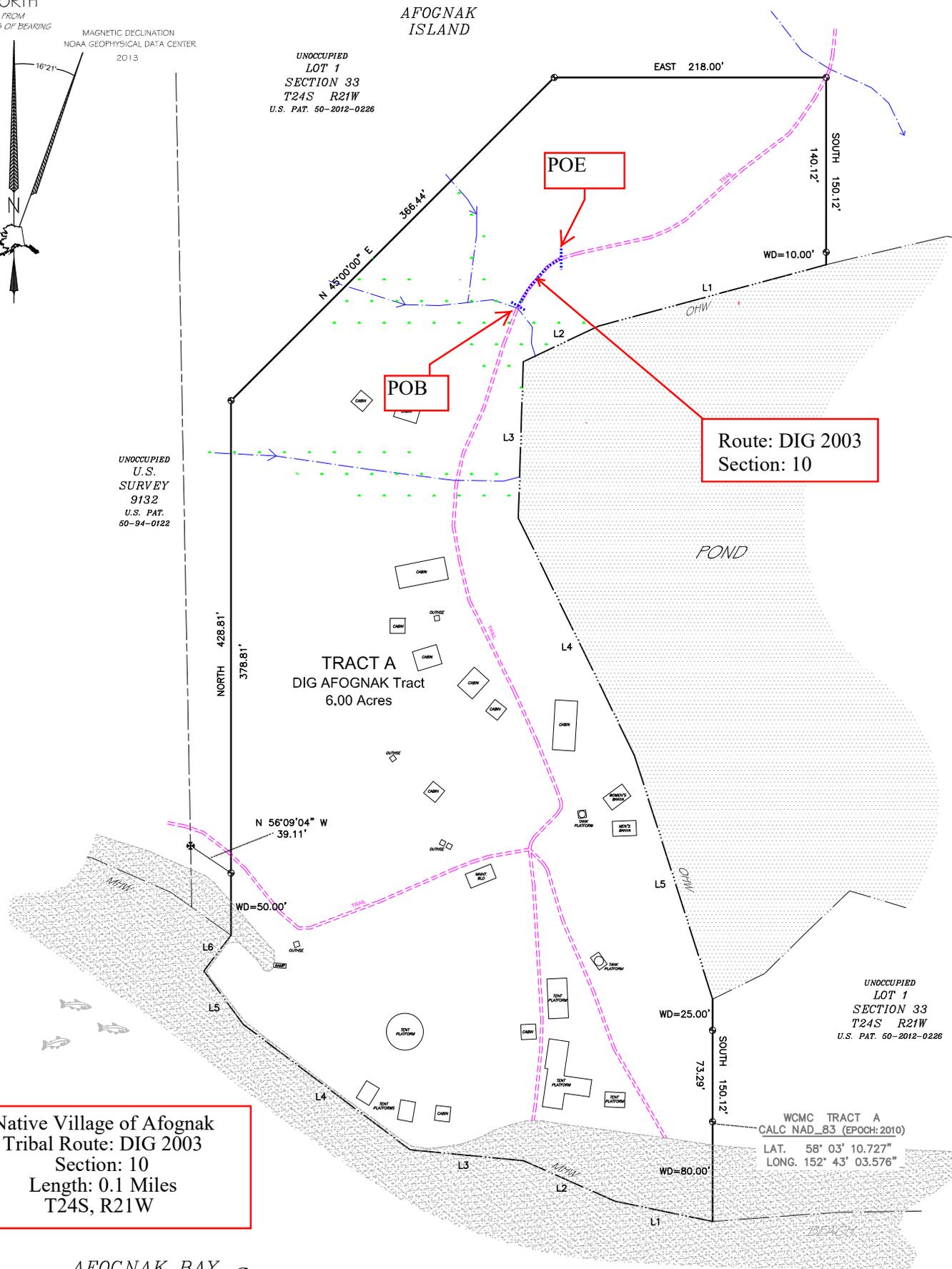
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U.S.  
SURVEY  
9132  
U.S. PAT.  
50-94-0122

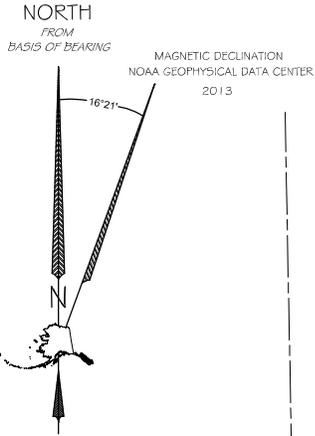
Route: DIG 2003  
Section: 10

TRACT A  
DIG AFOGNAK Tract  
6.00 Acres

Native Village of Afognak  
Tribal Route: DIG 2003  
Section: 10  
Length: 0.1 Miles  
T24S, R21W

AFOGNAK BAY





AFOGNAK ISLAND

UNOCCUPIED  
LOT 1  
SECTION 33  
T24S R21W  
U.S. PAT. 50-2012-0226

UNOCCUPIED  
U.S.  
SURVEY  
9132  
U.S. PAT.  
50-94-0122

EAST 218.00'

POE

SOUTH 150.12'

WD=10.00'

POB

Route: DIG 2004  
Section: 10

N 43°00'00" E  
366.44'

NORTH 428.81'  
378.81'

TRACT A  
DIG AFOGNAK Tract  
6.00 Acres

POND

N 56°09'04" W  
39.11'

WD=50.00'

UNOCCUPIED  
LOT 1  
SECTION 33  
T24S R21W  
U.S. PAT. 50-2012-0226

WD=25.00'

73.29'

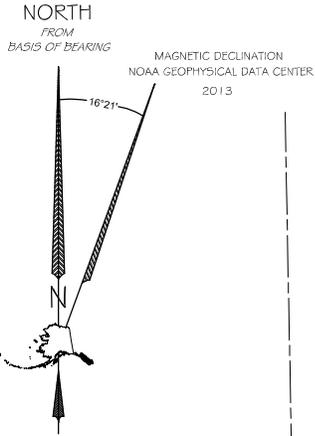
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WCMC TRACT A  
CALC NAD\_83 (EPOCH: 2010)  
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LONG. 152° 43' 03.576"

Native Village of Afognak  
Tribal Route: DIG 2004  
Section: 10  
Length: 0.1 Miles  
T24S, R21W

AFOGNAK BAY





AFOGNAK ISLAND

UNOCCUPIED  
 LOT 1  
 SECTION 33  
 T24S R21W  
 U.S. PAT. 50-2012-0226

Route: DIG 2005  
 Section: 10

UNOCCUPIED  
 U.S.  
 SURVEY  
 9132  
 U.S. PAT.  
 50-94-0122

TRACT A  
 DIG AFOGNAK Tract  
 6.00 Acres

POB, POE

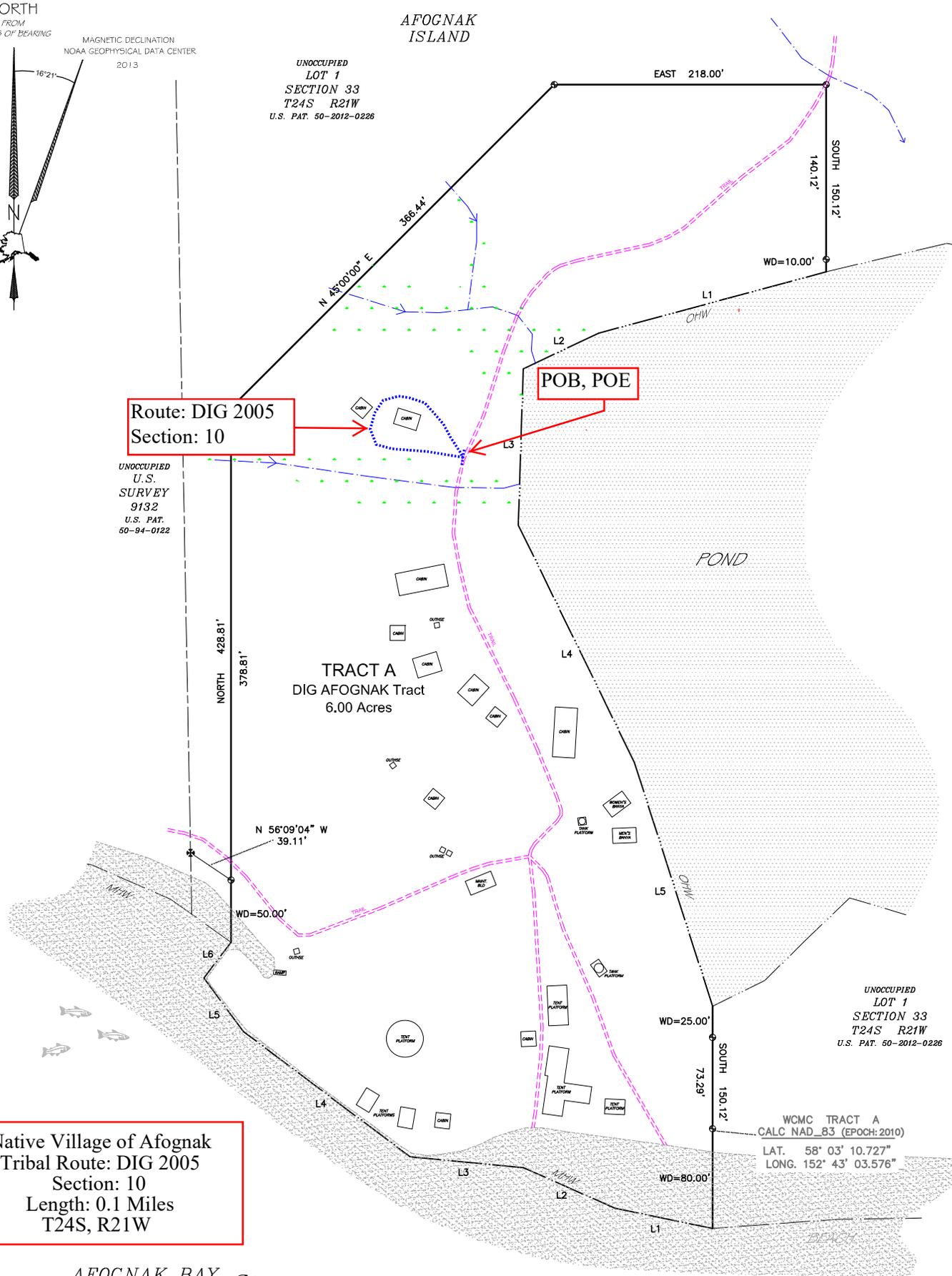
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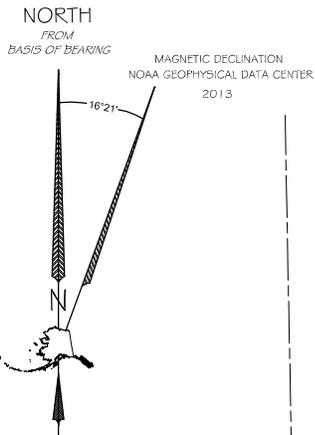
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 T24S R21W  
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 LAT. 58° 03' 10.727"  
 LONG. 152° 43' 03.576"

Native Village of Afognak  
 Tribal Route: DIG 2005  
 Section: 10  
 Length: 0.1 Miles  
 T24S, R21W

AFOGNAK BAY





AFOGNAK ISLAND

UNOCCUPIED  
 LOT 1  
 SECTION 33  
 T24S R21W  
 U.S. PAT. 50-2012-0226

UNOCCUPIED  
 U.S.  
 SURVEY  
 9132  
 U.S. PAT.  
 50-94-0122

Route: DIG 2006  
 Section: 10

POE

POB

TRACT A  
 DIG AFOGNAK Tract  
 6.00 Acres

POND

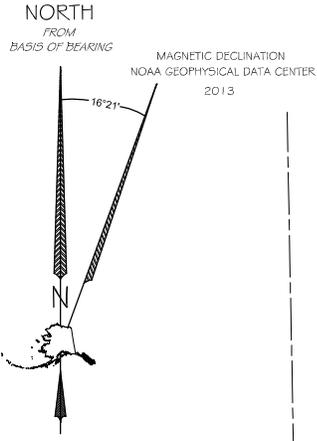
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WCMC TRACT A  
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 LAT. 58° 03' 10.727"  
 LONG. 152° 43' 03.576"

Native Village of Afognak  
 Tribal Route: DIG 2006  
 Section: 10  
 Length: 0.1 Miles  
 T24S, R21W

AFOGNAK BAY





AFOGNAK ISLAND

UNOCCUPIED  
LOT 1  
SECTION 33  
T24S R21W  
U.S. PAT. 50-2012-0226

UNOCCUPIED  
U.S.  
SURVEY  
9132  
U.S. PAT.  
50-94-0122

Route: DIG 2007  
Section: 10

POE

POB

TRACT A  
DIG AFOGNAK Tract  
6.00 Acres

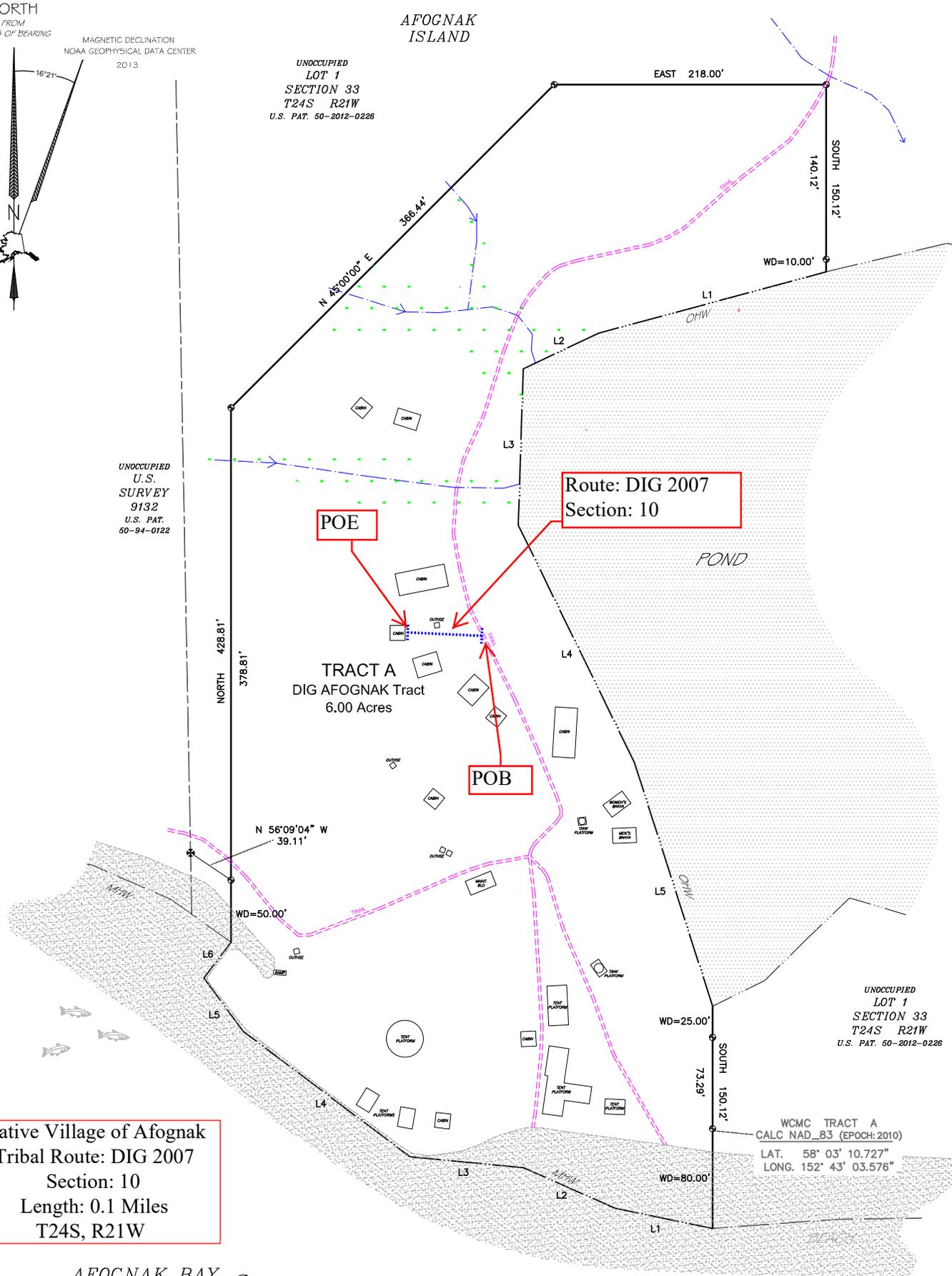
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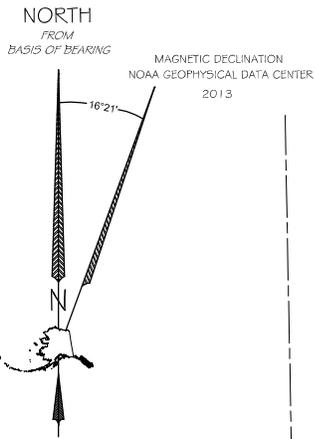
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T24S R21W  
U.S. PAT. 50-2012-0226

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CALC NAD\_83 (EPOCH: 2010)  
LAT. 58° 03' 10.727"  
LONG. 152° 43' 03.576"

Native Village of Afognak  
Tribal Route: DIG 2007  
Section: 10  
Length: 0.1 Miles  
T24S, R21W

AFOGNAK BAY





AFOGNAK ISLAND

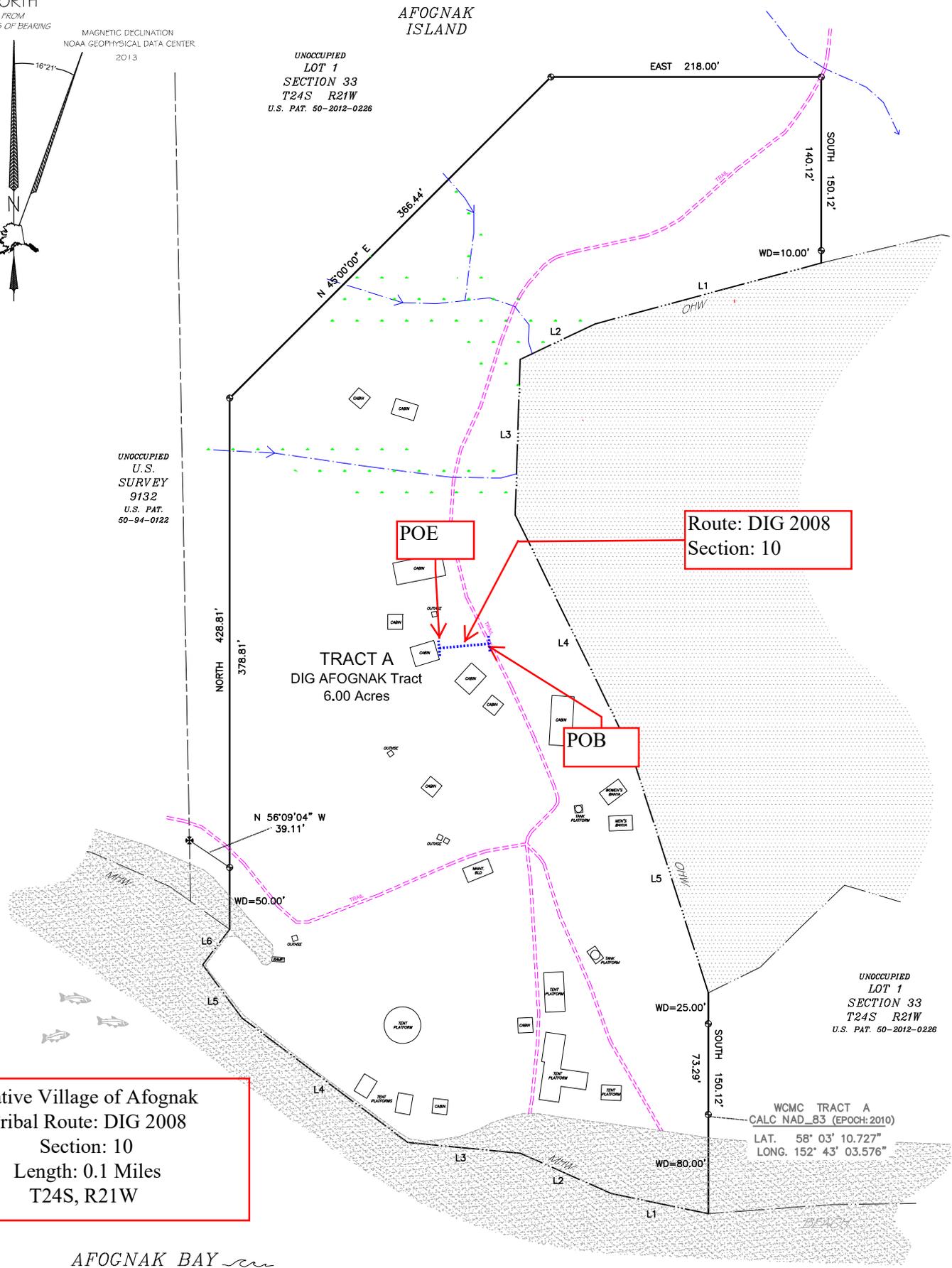
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T24S R21W  
U.S. PAT. 50-2012-0226

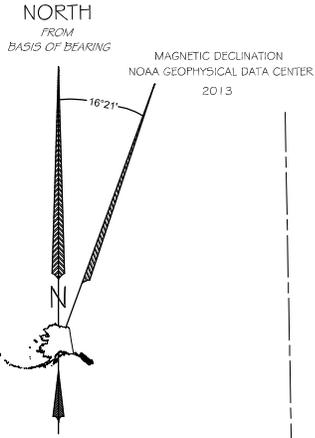
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SURVEY  
9132  
U.S. PAT.  
50-94-0122

UNOCCUPIED  
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SECTION 33  
T24S R21W  
U.S. PAT. 50-2012-0226

Native Village of Afognak  
Tribal Route: DIG 2008  
Section: 10  
Length: 0.1 Miles  
T24S, R21W

AFOGNAK BAY





AFOGNAK ISLAND

UNOCCUPIED  
 LOT 1  
 SECTION 33  
 T24S R21W  
 U.S. PAT. 50-2012-0226

UNOCCUPIED  
 U.S.  
 SURVEY  
 9132  
 U.S. PAT.  
 50-94-0122

Route: DIG 2009  
 Section: 10

POE

POB

TRACT A  
 DIG AFOGNAK Tract  
 6.00 Acres

POND

NORTH 428.81'  
 378.81'

N 56°09'04" W  
 39.11'

WD=50.00'

WD=25.00'

73.29'

WD=80.00'

UNOCCUPIED  
 LOT 1  
 SECTION 33  
 T24S R21W  
 U.S. PAT. 50-2012-0226

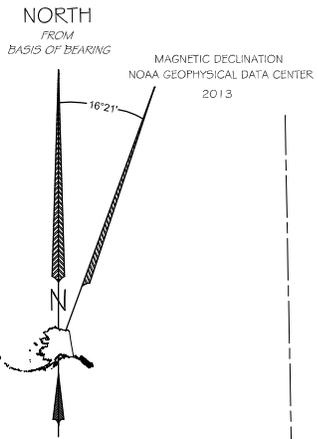
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 CALC NAD\_83 (EPOCH: 2010)

LAT. 58° 03' 10.727"  
 LONG. 152° 43' 03.576"

Native Village of Afognak  
 Tribal Route: DIG 2009  
 Section: 10  
 Length: 0.1 Miles  
 T24S, R21W

AFOGNAK BAY





AFOGNAK ISLAND

UNOCCUPIED  
 LOT 1  
 SECTION 33  
 T24S R21W  
 U.S. PAT. 50-2012-0226

UNOCCUPIED  
 U.S.  
 SURVEY  
 9132  
 U.S. PAT.  
 50-94-0122

Route: DIG 2010  
 Section: 10

TRACT A  
 DIG AFOGNAK Tract  
 6.00 Acres

POE

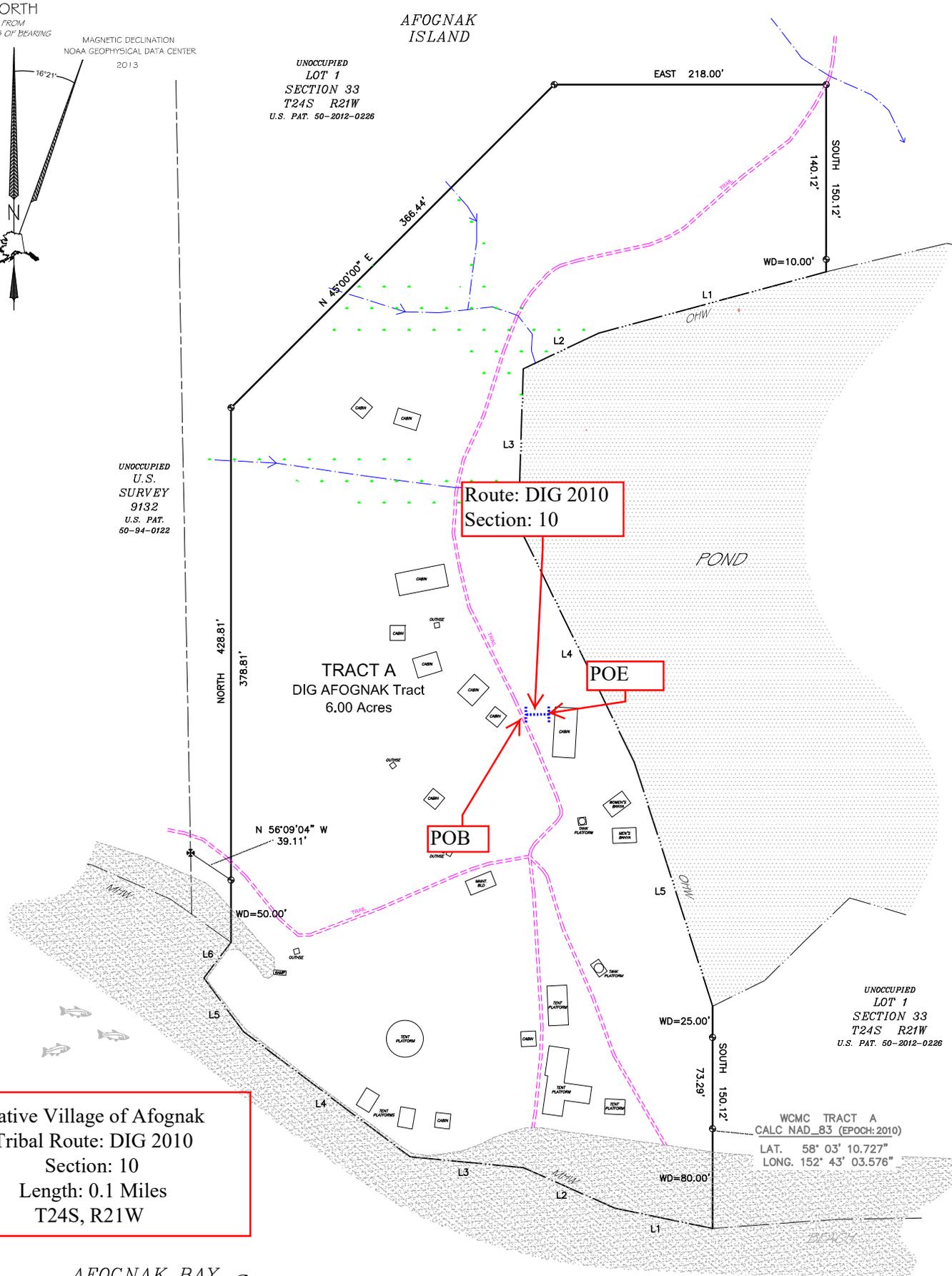
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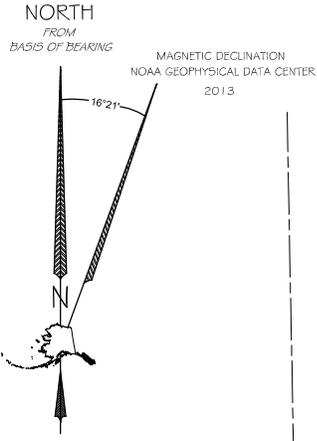
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 LOT 1  
 SECTION 33  
 T24S R21W  
 U.S. PAT. 50-2012-0226

WCMC TRACT A  
 CALC NAD\_83 (EPOCH: 2010)  
 LAT. 58° 03' 10.727"  
 LONG. 152° 43' 03.576"

Native Village of Afognak  
 Tribal Route: DIG 2010  
 Section: 10  
 Length: 0.1 Miles  
 T24S, R21W

AFOGNAK BAY





AFOGNAK ISLAND

UNOCCUPIED  
 LOT 1  
 SECTION 33  
 T24S R21W  
 U.S. PAT. 50-2012-0226

UNOCCUPIED  
 U.S.  
 SURVEY  
 9132  
 U.S. PAT.  
 50-94-0122

TRACT A  
 DIG AFOGNAK Tract  
 6.00 Acres

Route: DIG 2011  
 Section: 10

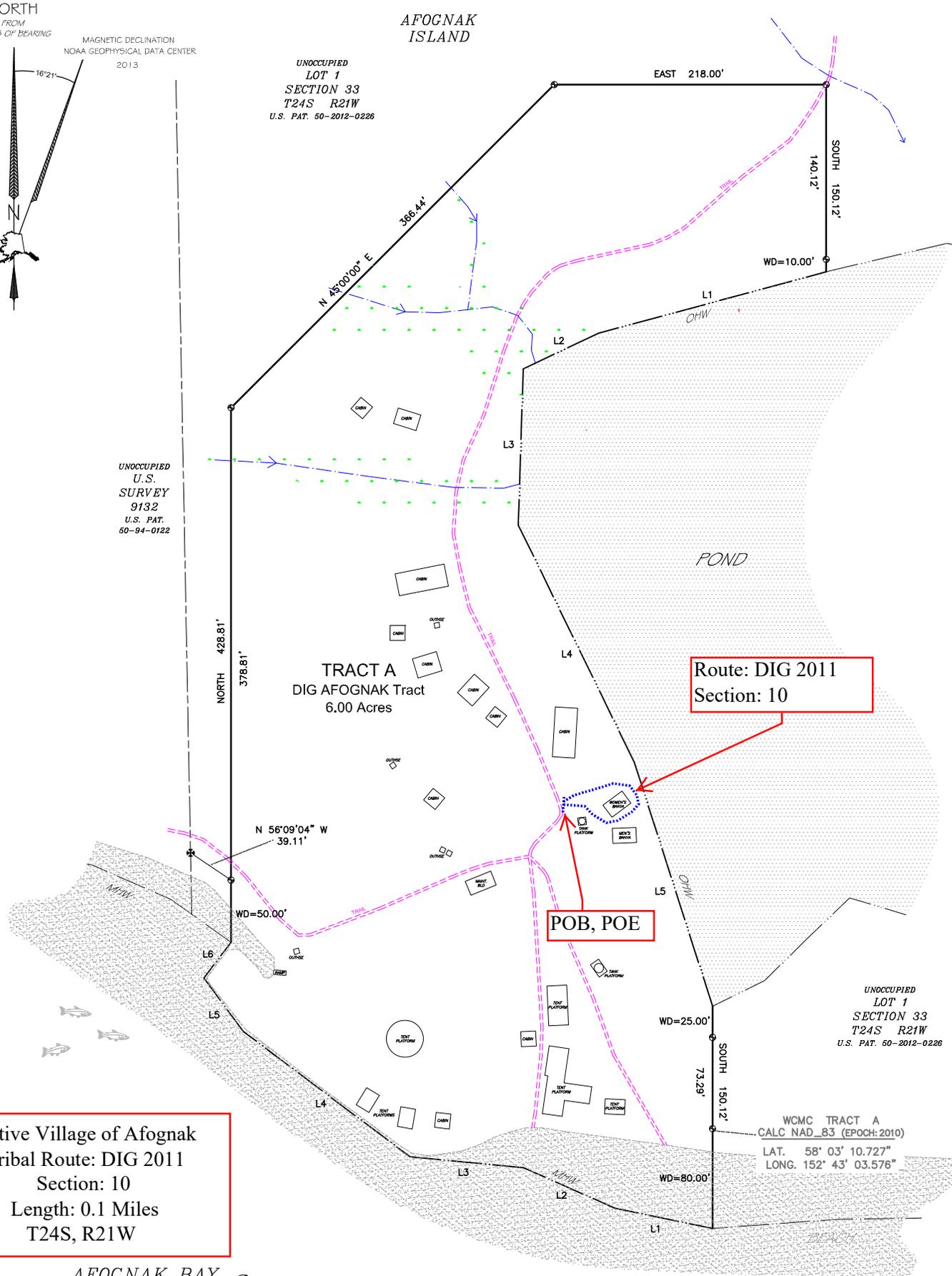
POB, POE

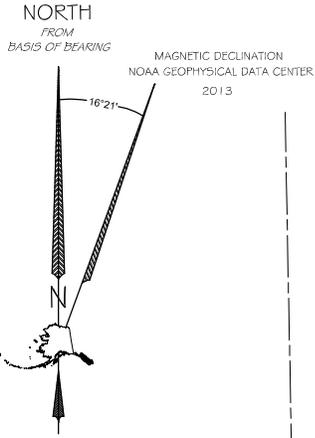
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 Tribal Route: DIG 2011  
 Section: 10  
 Length: 0.1 Miles  
 T24S, R21W

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 T24S R21W  
 U.S. PAT. 50-2012-0226

WCWC TRACT A  
 CALC NAD\_83 (EPOCH: 2010)  
 LAT. 58° 03' 10.727"  
 LONG. 152° 43' 03.576"

AFOGNAK BAY





AFOGNAK ISLAND

UNOCCUPIED  
 LOT 1  
 SECTION 33  
 T24S R21W  
 U.S. PAT. 50-2012-0226

UNOCCUPIED  
 U.S.  
 SURVEY  
 9132  
 U.S. PAT.  
 50-94-0122

TRACT A  
 DIG AFOGNAK Tract  
 6.00 Acres

POND

POE

POB

Route: DIG 2012  
 Section: 10

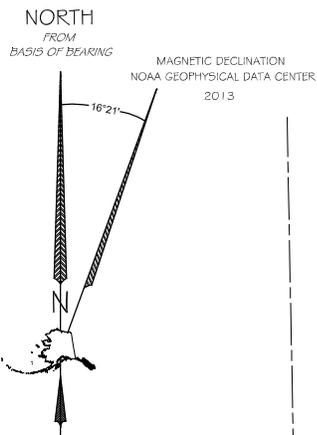
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 T24S R21W  
 U.S. PAT. 50-2012-0226

WCMC TRACT A  
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 LAT. 58° 03' 10.727"  
 LONG. 152° 43' 03.576"

Native Village of Afognak  
 Tribal Route: DIG 2012  
 Section: 10  
 Length: 0.1 Miles  
 T24S, R21W

AFOGNAK BAY





AFOGNAK ISLAND

UNOCCUPIED  
LOT 1  
SECTION 33  
T24S R21W  
U.S. PAT. 50-2012-0226

UNOCCUPIED  
U.S.  
SURVEY  
9132  
U.S. PAT.  
50-94-0122

TRACT A  
DIG AFOGNAK Tract  
6.00 Acres

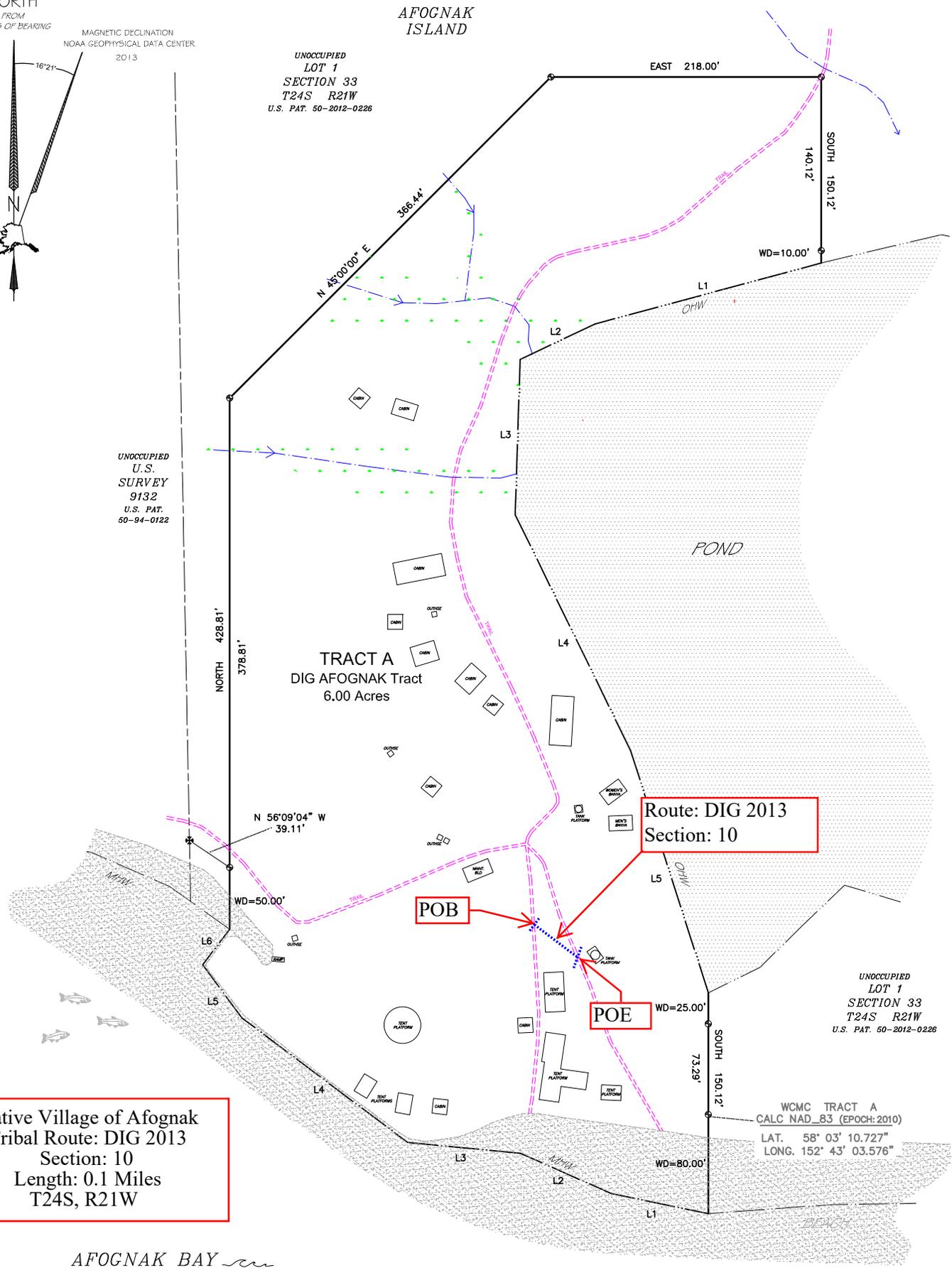
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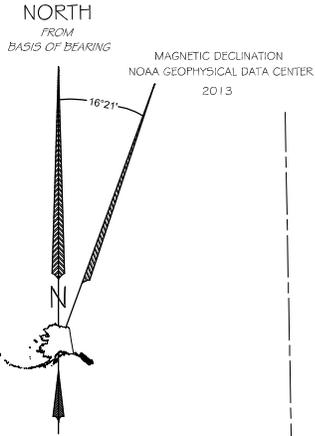
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T24S R21W  
U.S. PAT. 50-2012-0226

WCMC TRACT A  
CALC NAD\_83 (EPOCH:2010)  
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LONG. 152° 43' 03.576"

Native Village of Afognak  
Tribal Route: DIG 2013  
Section: 10  
Length: 0.1 Miles  
T24S, R21W

AFOGNAK BAY





AFOGNAK ISLAND

UNOCCUPIED  
LOT 1  
SECTION 33  
T24S R21W  
U.S. PAT. 50-2012-0226

UNOCCUPIED  
U.S.  
SURVEY  
9132  
U.S. PAT.  
50-94-0122

TRACT A  
DIG AFOGNAK Tract  
6.00 Acres

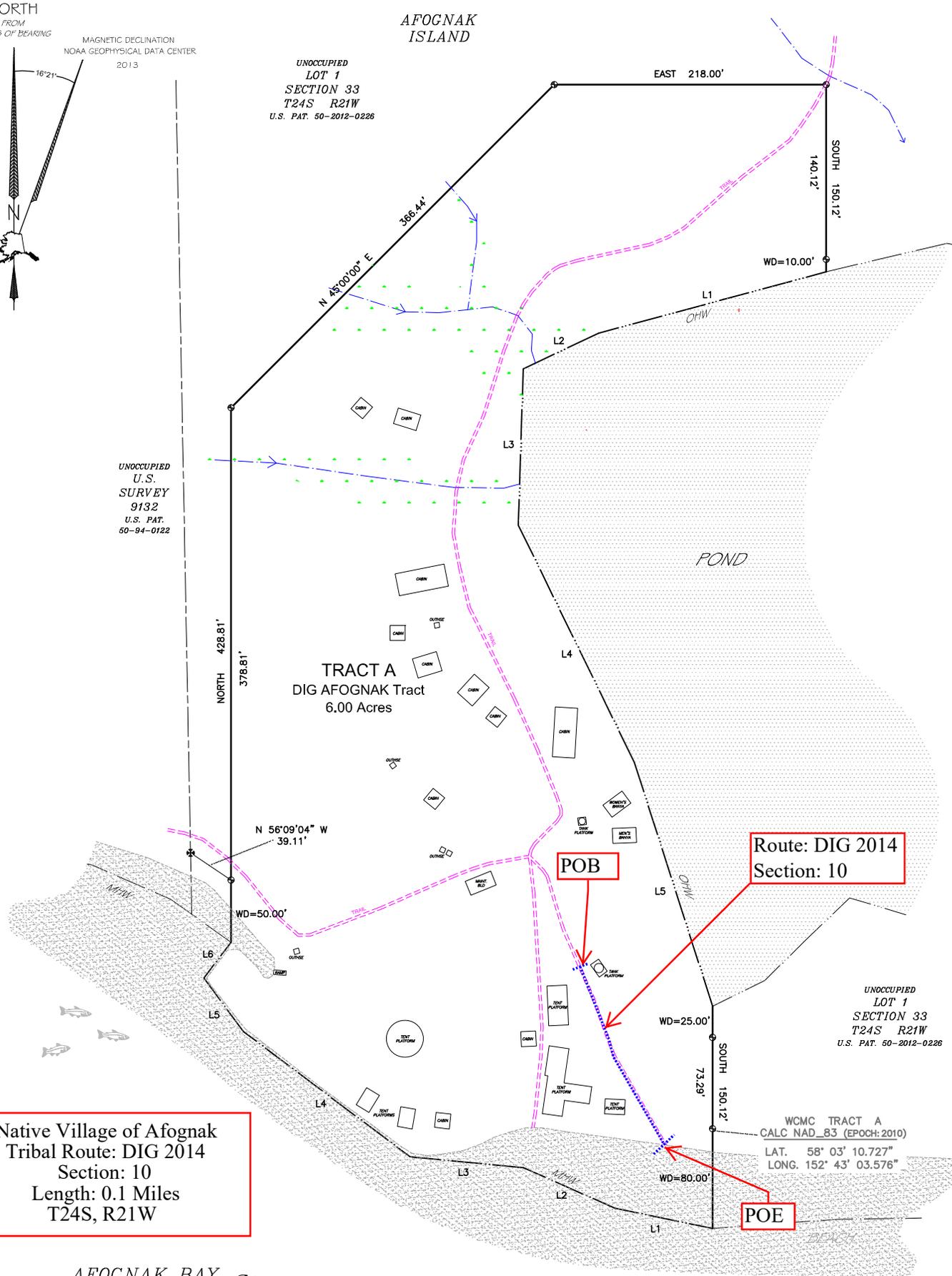
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Section: 10

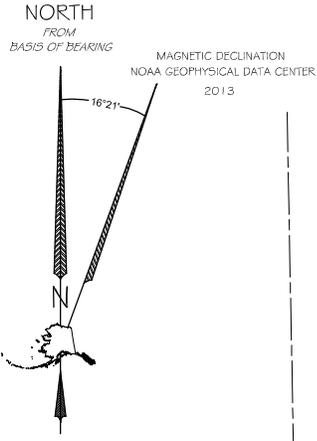
Native Village of Afognak  
Tribal Route: DIG 2014  
Section: 10  
Length: 0.1 Miles  
T24S, R21W

UNOCCUPIED  
LOT 1  
SECTION 33  
T24S R21W  
U.S. PAT. 50-2012-0226

WCMC TRACT A  
CALC NAD\_83 (EPOCH: 2010)  
LAT. 58° 03' 10.727"  
LONG. 152° 43' 03.576"

AFOGNAK BAY





AFOGNAK ISLAND

UNOCCUPIED  
 LOT 1  
 SECTION 33  
 T24S R21W  
 U.S. PAT. 50-2012-0226

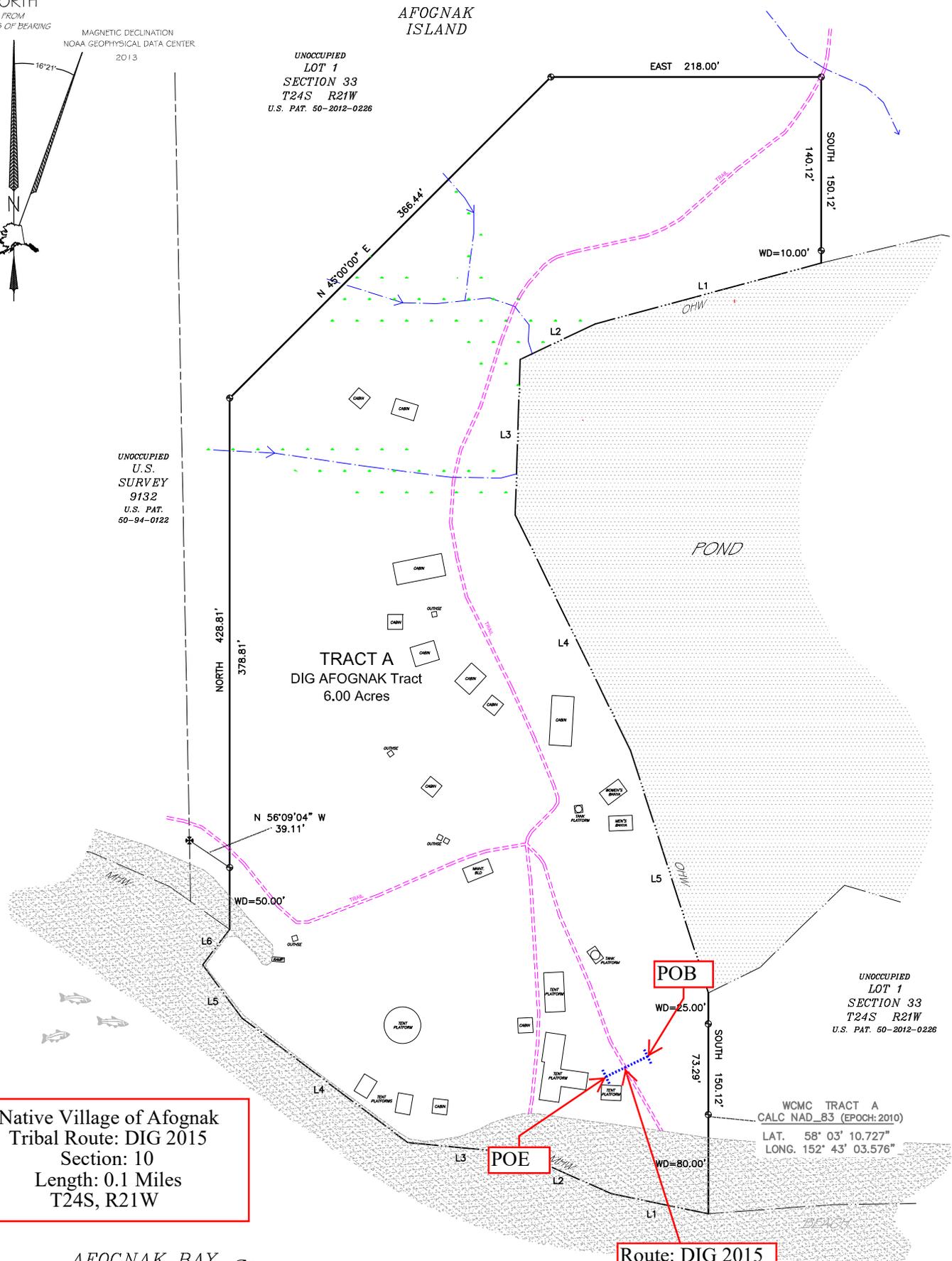
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 SURVEY  
 9132  
 U.S. PAT.  
 50-94-0122

TRACT A  
 DIG AFOGNAK Tract  
 6.00 Acres

POND

Native Village of Afognak  
 Tribal Route: DIG 2015  
 Section: 10  
 Length: 0.1 Miles  
 T24S, R21W

AFOGNAK BAY



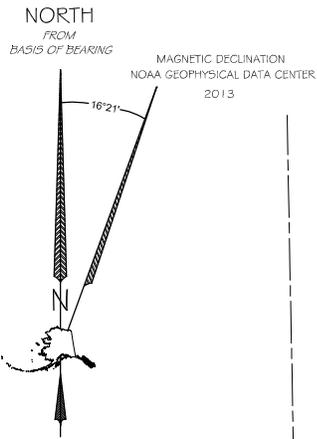
POB

POE

Route: DIG 2015  
 Section: 10

UNOCCUPIED  
 LOT 1  
 SECTION 33  
 T24S R21W  
 U.S. PAT. 50-2012-0226

WCMC TRACT A  
 CALC NAD\_83 (EPOCH: 2010)  
 LAT. 58° 03' 10.727"  
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AFOGNAK ISLAND

UNOCCUPIED  
 LOT 1  
 SECTION 33  
 T24S R21W  
 U.S. PAT. 50-2012-0226

UNOCCUPIED  
 U.S.  
 SURVEY  
 9132  
 U.S. PAT.  
 50-94-0122

TRACT A  
 DIG AFOGNAK Tract  
 6.00 Acres

POND

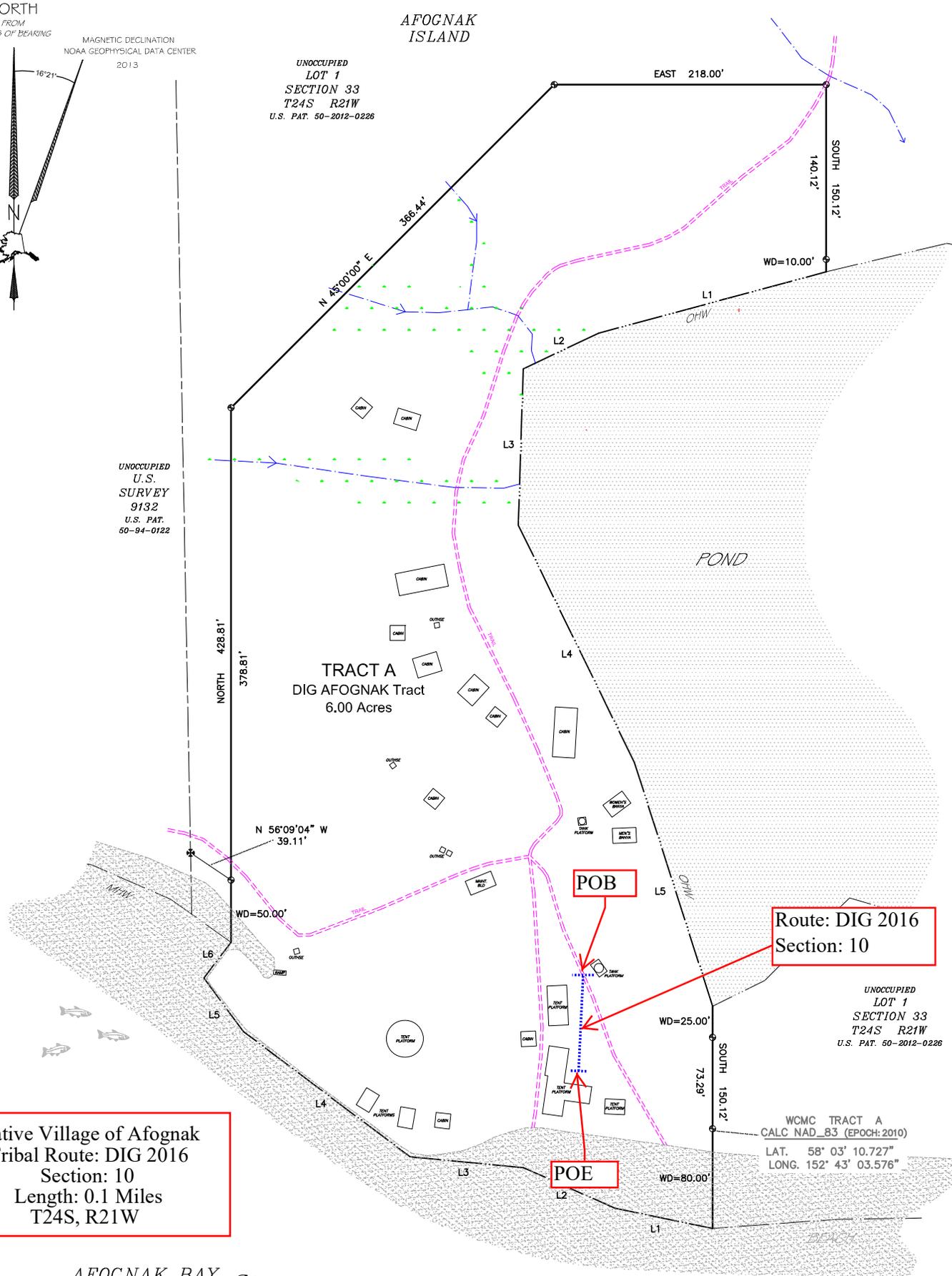
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 Section: 10

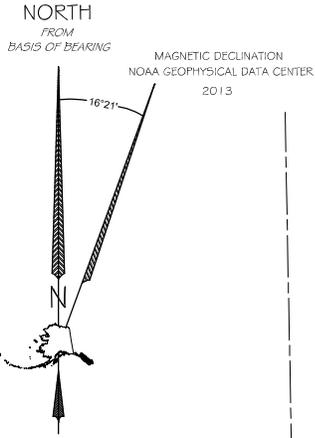
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 T24S R21W  
 U.S. PAT. 50-2012-0226

WCMC TRACT A  
 CALC NAD\_83 (EPOCH: 2010)  
 LAT. 58° 03' 10.727"  
 LONG. 152° 43' 03.576"

Native Village of Afognak  
 Tribal Route: DIG 2016  
 Section: 10  
 Length: 0.1 Miles  
 T24S, R21W

AFOGNAK BAY





AFOGNAK ISLAND

UNOCCUPIED  
LOT 1  
SECTION 33  
T24S R21W  
U.S. PAT. 50-2012-0226

UNOCCUPIED  
U.S.  
SURVEY  
9132  
U.S. PAT.  
50-94-0122

TRACT A  
DIG AFOGNAK Tract  
6.00 Acres

Route: DIG 2017  
Section: 10

POE

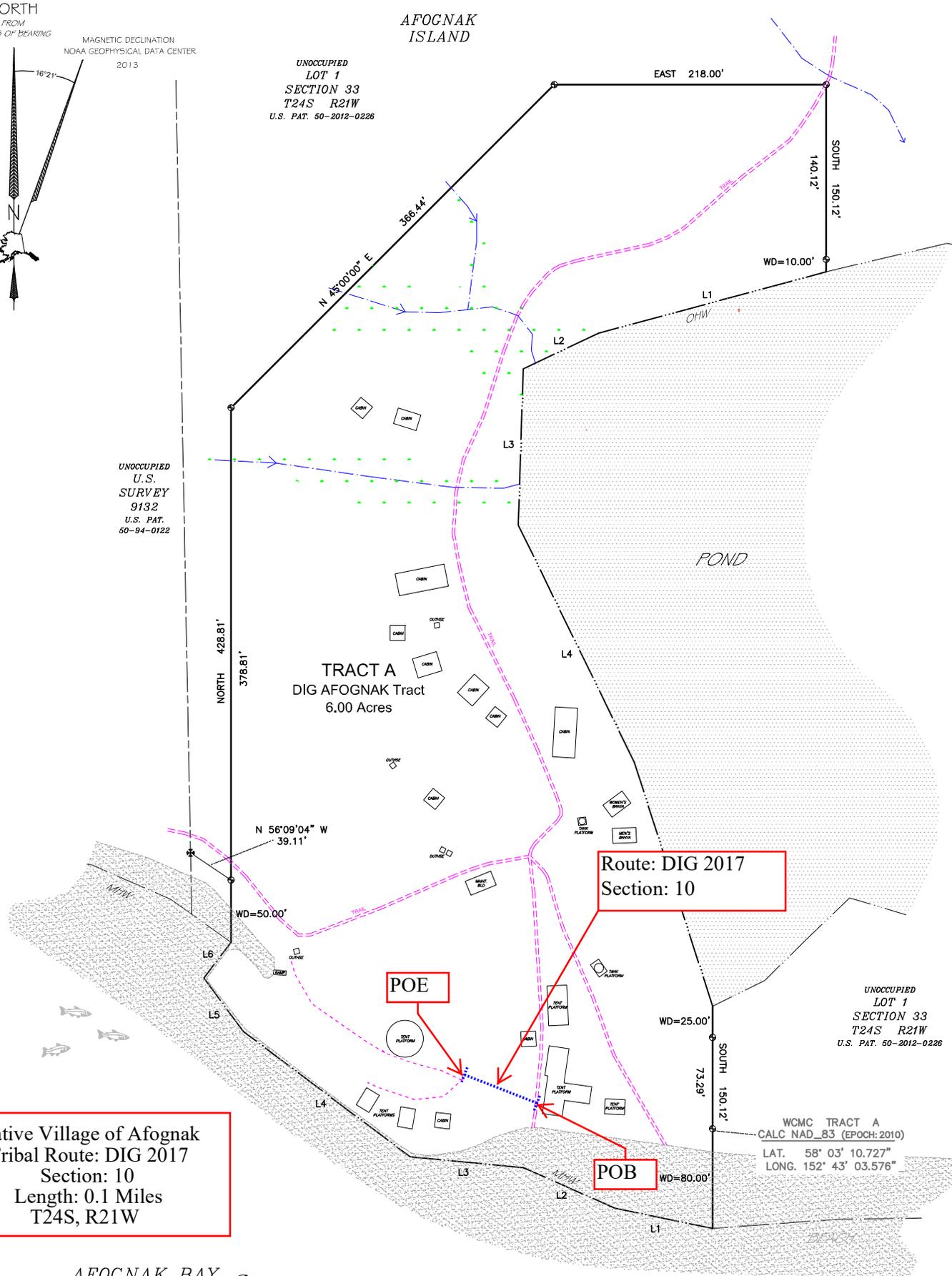
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LOT 1  
SECTION 33  
T24S R21W  
U.S. PAT. 50-2012-0226

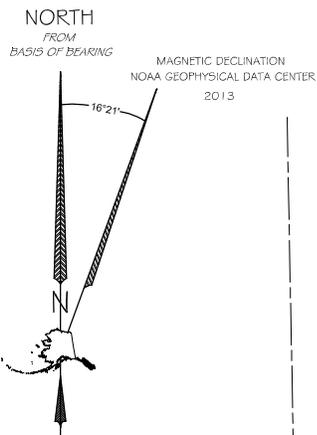
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LAT. 58° 03' 10.727"  
LONG. 152° 43' 03.576"

Native Village of Afognak  
Tribal Route: DIG 2017  
Section: 10  
Length: 0.1 Miles  
T24S, R21W

AFOGNAK BAY







AFOGNAK ISLAND

UNOCCUPIED  
LOT 1  
SECTION 33  
T24S R21W  
U.S. PAT. 50-2012-0226

UNOCCUPIED  
U.S.  
SURVEY  
9132  
U.S. PAT.  
50-94-0122

TRACT A  
DIG AFOGNAK Tract  
6.00 Acres

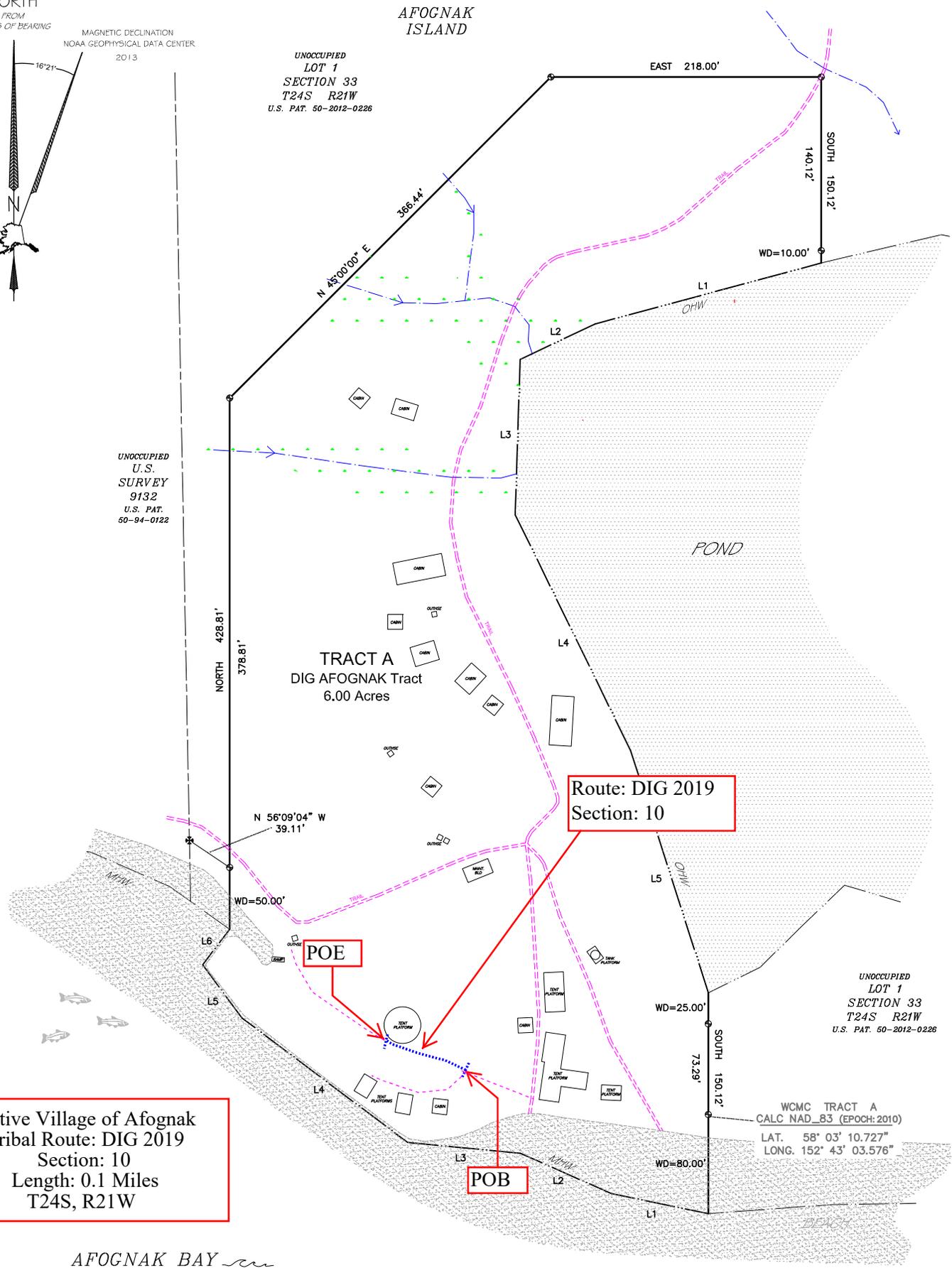
Route: DIG 2019  
Section: 10

UNOCCUPIED  
LOT 1  
SECTION 33  
T24S R21W  
U.S. PAT. 50-2012-0226

WCMC TRACT A  
CALC NAD\_83 (EPOCH:2010)  
LAT. 58° 03' 10.727"  
LONG. 152° 43' 03.576"

Native Village of Afognak  
Tribal Route: DIG 2019  
Section: 10  
Length: 0.1 Miles  
T24S, R21W

AFOGNAK BAY





# Route 2021: CATCHER BEACH ACCESS ROAD

E01002 Native Village of Afognak  
Route Afognak DIG 2021, 0.5 miles

Section 33, Township 24 South, Range 21 West  
Congressional District 01



Route 2021.010  
0.5 miles

POB:  
58° 3'10.21"N  
152° 43'3.58"W

POE:  
58° 3'4.78"N  
152° 42'21.26"W

## NEWLY PROPOSED ROUTE



900 ft

LOT 5

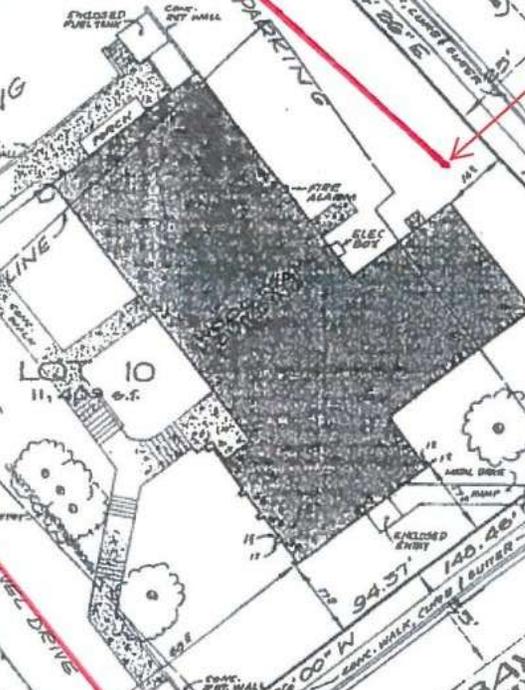
Appendix B

Afognak Parking Lot  
Route 3002 Section 010

Latitude: 57° 47' 21.3"N  
Longitude: 152° 24' 15.7"W  
Beginning of Project

LOT 6  
10,355 s.f.

PARKING



LOT 1

Native Village of Afognak  
NVA Route 3002  
Length 0.0375 Miles  
State of Alaska  
Congressional District 01

FIELD CHECKED and UP-DATED,  
31 AUGUST 2007. (CURED PAINT, FUEL TANK, ETC.)

End of Project  
Latitude: 57° 47' 20.1"N  
Longitude: 152° 24' 16.8"W

AS-BUILT SURVEY

PREPARED BY  
HORIZON LAND SURVEYING INC.  
P.O. BOX 1943  
KODIAK ALASKA 99563  
(907) 484-6504



I hereby certify that I have surveyed the following described property:  
**LOT 6 AND LOT 10 - BLOCK 10 - NEW KODIAK SUBDIVISION, U.S. SURVEY 6527 - BEARING T2-S, KODIAK RECREATION DISTRICT,**  
and that the improvements situated thereon are within the property lines and do not overlap or encroach on the property lying adjacent thereto, that no improvements on property lying adjacent thereto encroach on the parties in question and that there are no encroachments, transmission lines or other visible encumbrances on said property except as indicated herein.  
Done this 27th day of Aug. 2007  
I.G. BERDEE  
Registered Land Surveyor

Scale: 1" = 20' feet Drawn by: S. Anferman Date: 11 February 2007

**Appendix C: Public involvement records (meeting notes, survey results).**

**Appendix D:** Equipment inventory (grader, ATVs, tools, etc.).

**Appendix E:** Tribal resolution supporting LRTP adoption.