



YK Comprehensive Economic Development Strategy (CEDS) 2021 Work Session

Transportation Focus Area Action Planning Results

Friday, October 22, 2021 | 1:30PM-3:30PM

Link to recording: <https://www.avcp.org/tribal-resources/community-development/regional-comprehensive-economic-development-strategy/>

Facilitator: Eric Evon, Community Development Manager, Association of Village Council Presidents (AVCP)
Transportation

Team Support: Freddie Olin, Agnew::Beck Consulting

Participants:

First Name	Last Name	Organization
Mike	Black	Alaska Native Tribal Health Consortium (ANTHC), Division of Environmental Health and Engineering (DEHE)
Steven	Alexie	Donlin Gold
Carolyn	Morehouse	State of Alaska Department of Transportation and Public Facilities (DOT/PF)
Billy	Connor	University of Alaska, Fairbanks (UAF) Arctic Infrastructure Development Center
Cordelia	Kellie	Rural Affairs Advisor, Office of US Senator Lisa Murkowski
Gerri	Sumpter	Regional Special Assistant, Office of US Senator Lisa Murkowski
Jennifer	Keller	State of Alaska Department of Transportation and Public Facilities (DOT/PF)
Jocelyn	Fenton	Denali Commission
Miranda	Strong	Calista Corporation
Jonathan	Samuelson	The Kuskokwim Corporation
Bessie Lea	Weston	Merkoryuk resident
Judy	Chapman	State of Alaska Department of Transportation and Public Facilities (DOT/PF)
Amber	Ebarb	Deputy Director, US Senate Committee on Indian Affairs
Oscar	Evon	Coastal Villages Region Fund (CVRF)
Rebecca	Wilmarth	Donlin Gold
Samantha	Angiak	Donlin Gold
Tisha	Kuhns	Calista Corporation
Bob	Marquez	Coastal Villages Region Fund (CVRF)
Kristina	Woolston	Donlin Gold
Martha	Whitman	Association of Village Council Presidents (AVCP)

Objective: Review progress on priority CEDS actions, define next steps for implementation, and track progress toward key indicators.

Agenda:

A. Welcome, Logistics, Roll Call, Breakout Purpose and Agenda Review

B. Strategy/Action Introduction and Knowledge Sharing

CEDS Strategy: Prioritize and implement regional transportation projects (e.g., Kuskokwim River ice road, winter trails, Y-K Freight Corridor, Lower Yukon River Regional Port, Bethel City Dock upgrades).

C. Action Planning

Action Plan Task	Lead and Partners	Funding Sources	Next Steps
<p>Task A. Secure funding for ongoing Kuskokwim Ice Road construction and maintenance.</p> <p>Estimated costs: \$250,000 for annual maintenance to be split between local search and rescue groups and \$100,000 for training and education.</p>	<p>Lead: Native Village of Napaimute (<i>Mark Leary</i>)</p> <p>Partners: Tribes who use the road, DOT+PF/Northern Region, Calista (<i>advocacy</i>), Donlin Gold, AVCP, FHWA, TTP</p> <p>Alaska federal delegation</p> <p>TKC is assisting member villages with ice road activities</p> <p>Donlin assisted with some funding needs from Napaimute to Sleetmute.</p>	<p>ADOT+PF winter trail marking program.</p> <p>FHWA's TTP funds can cover ice road maintenance.</p> <p>AK Dept. of Public Safety indicated they will provide \$20,000 in maintenance.</p> <p>State of Alaska FY22 Operating Budget: an opportunity for funding.</p> <p>U.S. Department of Transportation's BUILD grants can be set up as force account and also can use TERO to establish Indian Hire Preference.</p> <p>BIA grants can be used for marking and maintenance.</p>	<p>Working Group: Attend the Ice Road Symposium in Planning, February 8-9, 2022 in Bethel.¹</p> <p>Working Group: Advocate for funding in future federal highway bills.</p>
<p>Task A. Progress Update: Federal Highway Administration (FHWA)/ University of Alaska, Fairbanks (UAF) is producing an Alaska Ice Road Manual (2021-2022).</p> <p>ADOT+PF Northern Region has a winter trail marking program. Judy Chapman (Alaska DOT/PF) noted that it is a statewide program, not just for the YK region.</p> <p>AVCP plans to host a symposium related to the BIA Tribal Transportation Program in 2022. The symposium will include programming for AVCP member Tribes, a BIA TTP/FHWA consultation, and more. Please monitor AVCP Transportation Department notices for information.</p>			

Action Plan Task	Lead and Partners	Funding Sources	Next Steps
<p>Task B. Ensure ice roads are on the BIA Tribal Transportation Plan inventory, which increases eligibility for certain types of funding.</p>	<p>Lead: Tribes, via requests to BIA</p>	<p>The Infrastructure Investment and Jobs Act of 2021 has funding for maintenance.</p>	<p>Working Group: Attend BIA Tribal Transportation Program meeting in Bethel, March 2022 and make a recommendation.</p>
<p>Task B. Progress Update: No update.</p>			

¹ <https://aidc.uaf.edu/news-archive/ice-roads-symposium-in-planning/>

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<p>Task C. Construct trails as identified in winter trails plan (estimated cost: \$3 million for construction of winter trail markings, and \$250K for annual construction and maintenance)</p>	<p>Lead: AVCP Transportation Partners: Tribes, USFWS, DNR, BIA TTP; Village Search and Rescue Groups</p>	<p>BIA TTP can fund winter trail maintenance.</p> <p>Alaska DNR has a trail marking program for overland trails and maintenance.²</p> <p>USFWS funding is available for trails on USFWS land (once established).</p>	<p>Ashely (new AVCP Transportation Planner): share brief report and current project status with Transportation Working Group.</p>

Task C. Progress Update: AVCP just hired a Transportation Planner.

Pitka's Point alone has approximately 300 miles of trails to maintain.

Platinum and Nunam Iqua has historically been a dangerous trail, and residents are hoping this season will be safer with new and more markers, as well as shelters or safety shacks.

Bethel to Oscarville is a new project proposal, potentially with a year-round bridge over a slough.

Action Plan Task	Lead and Partners	Funding Sources	Next Steps
<p>Task D. Adopt winter trail design standards and universal color coding for trail marking and educate regional residents on the color system.</p> <p>Establish agreement about funding the maintenance of trails staked between villages, as well as about consistent color coding of signs and flags. Visible and consistent color codes of signs and flags are a major safety concern.</p>	<p>Lead: AVCP Partners: BIA (for design, info distribution to non-AVCP tribes); DOT+PF; UAF; USFWS (engineers can help design), FHWA Title 23; TKC assisting member villages with trail staking</p>	<p>FHWA Title 23 has block funding opportunity for trail staking in Alaska.</p>	<p>Working Group: At a future meeting, review task, lead and partners. Are more updates needed?</p>

Task D. Progress Update: No updates.

Action Plan Task	Lead and Partners	Funding Sources	Next Steps
<p>Task E. Design a smart phone application with GPS coordinates for all winter trail tripods, with the ability to support/collect trail maintenance live time updates.</p>	<p>Lead: AVCP</p>		<p>Working Group: At a future meeting, review task, lead and partners. Are more updates needed?</p>

Task E. Progress Update: No updates.

² <http://dnr.alaska.gov/parks/grants/trails.htm>

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Task F. Conduct and input real-time trail condition reporting; use AVCP's winter trail reporting app if/when available.	Lead: local search and rescue groups		Working Group: At a future meeting, review task, lead and partners. Are more updates needed?
Task F. Progress Update: No updates.			

Action Plan Task	Lead and Partners	Funding Sources	Next Steps
Task G. Learn more about the approval process for constructing emergency shelters on USFWS lands. There is a waiver process to work through Federal guidelines.	Lead: USFWS Partners: AVCP		Working Group: At a future meeting, review task, lead and partners. Are more updates needed?
Task G. Progress Update: No updates.			

Action Plan Task	Lead and Partners	Funding Sources	Next Steps
Task H. Ensure winter trails are included in the BIA and USFWS trail inventories; streamline this data sharing/updating between agencies.	Leads: Tribes (<i>via requests to BIA</i>), USFWS Partners: Tribes		Working Group: At a future meeting, review task, lead and partners. Are more updates needed?
Task H. Progress Update: No updates.			

Action Plan Task	Lead and Partners	Funding Sources	Next Steps
Task I. Establish a Western Alaska Emergency Response Center in Bethel. A Bethel Search and Rescue Response Center (or any other facilities, if any) can potentially be used to help alleviate pandemic impacts and public health needs.	Partners: Bethel Search and Rescue (<i>Charles Guest</i>), Alaska State Troopers, Alaska National Guard	Diversify or expand funding from donations. Alaska DSH&EM? EDA?	Working Group: Invite Search and Rescue groups to attend BIA Tribal Transportation Program meeting in Bethel, March 2022 and make a recommendation.
Task I. Progress Update: No updates.			

Action Plan Task	Lead and Partners	Funding Sources	Next Steps
Task J. Develop the Yukon-Kuskokwim Freight Corridor. Next steps: Complete Stage IV of the Corridor Plan.	Partners: Russian Mission, Kalskag, AVCP, Yukon Delta NWR		Working Group: Attend BIA Tribal Transportation Program meeting in Bethel, March 2022 and make a recommendation.
Task J. Progress Update: Eric Evon met with YK Tribes during the 2021 BIA Tribal Transportation Program annual meeting. Some residents have a desire to protect and conserve some lands, trails, and subsistence uses along the proposed corridor.			

Action Plan Task	Lead and Partners	Funding Sources	Next Steps
Task K. Develop a Lower Yukon River Regional Port in Emmonak.	Lead: need to identify		Working Group: At a future meeting, review task, lead and partners. Are more updates needed?
Task K. Progress Update: No updates.			

Action Plan Task	Lead and Partners	Funding Sources	Next Steps
Task L. Develop a gravel pit at Pilcher Mountain with a road and port for exporting the gravel.	Partners: ADOT/PF, City of Marshall, and Calista (landowner/right-of-way access landowner)		<p>Kristina Woolston: update the Transportation Work Group</p> <p>Judy Chapman: provide plan updates for upcoming DOT/PF 2023 STIP opportunity re: Marshall Airport Improvement</p> <p>Working Group: At a future meeting, review task, lead and partners. Are more updates needed?</p>
Task L. Progress Update: Marshall, Russian Mission, and Pilot Station requested that Donlin/Calista submit a letter of support for Pilcher development. Calista, Donlin, Marshall village leadership advocated in Washington, DC several years ago.			

Action Plan Task	Lead and Partners	Funding Sources	Next Steps
Task M. Complete upgrades to the Bethel City dock. Needed upgrades include better lighting, running water, height increases and other changes.	Lead: need to identify		Working Group: At a future meeting, review task, lead and partners. Are more updates needed?
Task M. Progress Update: No updates.			

Action Plan Task	Lead and Partners	Funding Sources	Next Steps
Task N. Develop a new Petroleum Port/Cargo Dock in Bethel.	Lead: need to identify		Working Group: At a future meeting, review task, lead and partners. Are more updates needed?
Task N. Progress Update: No updates.			

D. Indicators of Success

Indicator of Success/Positive Change	2-Year Target	Priority Indicator?	Next Steps
Tasks A-N. Jobs or internships created or retained.	In 2 years, there will be an additional 200 annual winter trail maintenance jobs and 12 annual ice road maintenance jobs. In addition, 100 workers will be able to commute and work in Bethel who previously did not have the access/opportunity to do so.	(yes/no) Confirm at future Working Group meeting.	Where to find the data: TBD at future Working Group meeting. Who will collect it: TBD at future Working Group meeting.
Tasks A-I. Reduction in annual winter travel fatalities.	In 2 years, there will be a 10% reduction in annual winter travel fatalities over the 10-year average.	(yes/no) Confirm at future Working Group meeting.	Where to find the data: TBD at future Working Group meeting. Who will collect it: TBD at future Working Group meeting.
Tasks A-I. Reduction in annual search and rescue missions.	In 2 years, there will be a 10% reduction in the number of annual search and rescue missions over 10-year average.	(yes/no) Confirm at future Working Group meeting.	Where to find the data: TBD at future Working Group meeting. Who will collect it: TBD at future Working Group meeting.

Indicator of Success/Positive Change	2-Year Target	Priority Indicator?	Next Steps
<p>Tasks C-I. Private funding invested in ice road and winter trail projects (e.g., foundation grants awarded, investments in a winter trail marking or trail condition monitoring project).</p> <ul style="list-style-type: none"> Creating a meaningful target for this indicator requires baseline information that is not readily available. An input-output model may have to be done to estimate current transportation-related investment and set a target. 	<p>In 2 years, \$# in private funding invested in ice road and winter trail projects.</p>	<p>(yes/no)</p> <p>Confirm at future Working Group meeting.</p>	<p>Where to find the data: TBD at future Working Group meeting.</p> <p>Who will collect it: TBD at future Working Group meeting.</p>

E. Summarize, Closing Comments and Adjourn

What final comments, questions or concerns do we have as individuals/as a group?
<ul style="list-style-type: none"> \$1.3trn Infrastructure Investment and Jobs Act of 2021 has been signed into law; it will have large volumes and opportunities for funding infrastructure and transportation projects in the region. Jocelyn Fenton shared that the Denali Commission intends to do a competitive funding opportunity in January for FY22 transportation projects. Funding is expected to be between \$1million-\$13million and cover planning, design, and construction. Keep an eye on www.denali.gov or contact Joceyln at jfenton@denali.gov. There are opportunities to leverage or diversify funding (i.e., coordinating between transportation and housing and prevent “silo” work portfolios by multiple organizations and departments). NAHASDA “Mutual Hub and Occupancy” is a former program to informally emulate.
When should we meet again?
<ul style="list-style-type: none"> This work group should reconvene soon to discuss indicators and next steps.