

2025

PETERSBURG INDIAN ASSOCIATION

PETERSBURG, ALASKA

LONG RANGE TRANSPORTATION PLAN

TRANSPORTATION
PRIORITY UPDATE

2025

SEH
PIA



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A) TRANSPORTATION PRIORITY UPDATE INTRODUCTION

Tribal Transportation is the government-to-government relationship between the Department of Transportation and Tribal governments regarding roads, paths, harbors, transportation facilities, and bridges which impact land use, culture, economic, social, and/or environmental quality of life for the area covered by a proposed plan.

The 2025 Petersburg Indian Association (PIA) Long Range Transportation Plan (LRTP) is a twenty-year comprehensive plan developed and updated by the Petersburg Indian Association in a five-year cycle. The boundary limits of the Petersburg Indian Association are situated within Southeast Alaska, as depicted in Map 1, page 14, PIA Tribal Transportation Boundary Limits. This area encompasses the Transportation Priority Update Area.

The LRTP is essential in obtaining Federal funding for roadway improvements through the Tribal Transportation Program. The Tribal Transportation Program (TTP) is the largest Office of Federal Lands Highway program and was established in 23 USC 202 to address the transportation needs of Tribal governments throughout the United States.¹ Petersburg Indian Association has a government-to-government program agreement with the Bureau of Indian Affairs for their Tribal Transportation Program.

The mission of the FHWA Office of Tribal Transportation is:

*Through mutual respect and understanding, enhance the quality of life in Tribal communities by supporting the Tribes delivery of transportation programs.*¹

The prime objective of the Tribal Transportation Program is to contribute to the economic development, self-determination, and employment of Indians and Native Americans.¹

The Petersburg Indian Association Transportation Department's mission is safe, reliable, and efficient transportation of people, goods, and vehicles in the community, contributing to the area's economic growth.

The 2025 LRTP Transportation Priority Update identifies the Petersburg Indian Association's multimodal transportation plan, which includes a public transit bus for senior citizens and persons with physical disabilities and projects ranging from roads, harbors, and transit to bicycle and pedestrian paths over the next 20 years.

To qualify for TTP funding, the PIA must establish an approved Long Range Transportation Plan (LRTP), and a Tribal Transportation Improvement Program (TTIP), as well as a 4-year road and bridge construction priority schedule.² PIA developed a Long Range Transportation Plan in 2005 and continues to update and review this plan to meet the needs of the Tribal Community.

B) LRTP PLAN GOALS

The LRTP is the Petersburg Indian Association's vision of future transportation construction to fulfill and meet their long-term transportation needs.

Tribal Transportation Goals

- To provide a comprehensive transportation system encompassing all modes of transportation, including water, road, transit, bike, and pedestrian paths.
- To provide safe transportation within the Petersburg Indian Association's boundary limits.
- To improve overall road, pedestrian path, bike path, harbor facilities, transportation termini facilities, and bridge conditions.
- To develop the multimodal transportation system to foster and support economic development and increase employment opportunities.
- To assist in maintaining roads, pedestrian paths, bike paths, harbor facilities, transportation termini facilities, and bridges.

C) FEDERAL FUNDING OF THE TRIBAL TRANSPORTATION PROGRAM (TTP)

On May 22, 1983, the Bureau of Indian Affairs (BIA) and the Federal Highway Administration (FHWA) entered into a Memorandum of Agreement to include planning for Indian reservation roads so that an agency could receive money for these projects. The Tribal Transportation Program is a nationally based Federal program with several requirements and responsibilities that each Tribe must fully understand as a partner. Federal Regulations governing the Tribal Transportation Program are 25 CFR Part 170.³

The Highway Trust Fund contract authority funds the Tribal Transportation Program and is subject to the overall Federal-aid obligation limitation. The Office of Tribal Transportation

distributes Federal Transportation funds as they become available. Tribal Transportation Program formula funds (Tribal shares) are sent to Tribes and the Bureau of Indian Affairs.⁴ The tribal shares are determined via a statutory funding formula at 23 USC 202(b).⁵

The Tribal Transportation Program (TTP) received \$465 million annually in FY 2016, with increases of \$10 million per year to 505 million in FY 2020, as established in Public Law 114-94. The TTP aims to provide safe and adequate transportation and public road access to and within Indian reservations, Indian lands, and Alaska Native Village communities.¹

D) MODES OF TRANSPORTATION

Although roads have been the primary mode of transportation for the Petersburg Indian Association, other modes such as bicycle, water, pedestrian, and tribal transit have also increased in importance to the PIA. The following roadway classifications are defined in the Department of Interior, BIA TTP Coding Guide, October 2004.⁶

Class 1 – Major Arterial Roads

The BIA Class 1 roads are major arterial roads providing an integrated network with characteristics for serving traffic between large population centers, generally without stub connections and having average daily traffic volumes of 10,000 vehicles per day or more with more than two lanes of traffic. The PIA currently has none of this Class.

Class 2 – Rural Minor Arterial Roads

The BIA Class 2 roads are rural minor arterial roads providing an integrated network with characteristics for serving traffic between large population centers, generally without stub connections. These roads typically link smaller towns and communities to major resort areas that attract travel over long distances and generally provide for relatively high overall travel speeds with minimum interference through traffic movement. Class 2 roads generally provide for at least inter-county or interstate service and are spaced at intervals consistent with population density. This Class of road will have less than 10,000 vehicles per day. Class 2 roads constitute 37.3 miles or 5.9% of the entire PIA- Tribal Transportation Inventory.

Class 3 – Streets

Street-type roads are located within the Petersburg community and serve the residential area. Class 3 streets are 45.6 miles or 7.2% of the total PIA- Tribal Transportation Inventory.

Class 4 – Rural Collector Roads

The BIA Class 4 roads are major rural collector roads that serve as collectors for rural local roads. Class 4 roads are 162.4 miles or 25.6% of the total PIA- Tribal Transportation Inventory.

Class 5 – Rural Local Roads

These roads are rural local roads that may be either section-line or stub-type roads, which make connections within the grid of the TTP system. This Class of road may serve areas around villages, farming areas, schools, tourist attractions, or various small enterprises. This Class also includes roads and motorized trails for the administration of forests, grazing, mining, oil, recreation, or other purposes. Class 5 roads are 179.5 miles or 28.3% of the total PIA- Tribal Transportation Inventory.

Class 6 – City Minor Arterial Roads

These roads consist of minor arterial streets located within communities and serve as access to major arterials. The PIA currently has none of this road class.

Class 7 – City Collector Streets

These are streets located within communities and serve as collectors of the city's local streets. The PIA currently has none of this road class.

Classes 8-10

These are classifications for non-road and other intermodal transportation facilities, such as trails, bike paths, transportation facility termini, rest stops, harbors, docks, transit buildings, and temporary roads. Class 8 to 10 roads are 208.9 miles or 33% of the total PIA- Tribal Transportation Inventory. There are 29 trails, two bike paths, 19 marine facilities (docks and boat launches), and 13 transportation safety termini facilities (cabins).

Class 11

This classification indicates an overlapping or previously inventoried road section (s) that should not be used to accumulate needs data. This Class is used for reporting and identification only. The PIA currently has none of this road class.

E) TRANSPORTATION ISSUES

The following are important transportation topics:

1. Safety improvements (roadway striping, signage, traffic control, guard rail, pedestrian paths, bike paths and street lights)
2. Access to recreation
3. Transit
4. Road improvements (paving existing dirt or gravel roads)
5. Road maintenance (pothole repair and blading of dirt roads) and
6. Bridge improvements
7. Lack of paved roads, increased traffic, and safety issues have been identified as affecting quality of life

F) EXISTING TRANSPORTATION SYSTEM

Within the property owned by the Petersburg Borough, U.S. Forest Service, and the State of Alaska, there are 633.7 miles of official roads and 19 marine and 13 safety facilities currently inventoried in the BIA system. Table 1, page 12, shows the official PIA road inventory broken into Class types.

Table 1 – Existing Transportation System

Table 1 - Existing Transportation System		
Transportation Facility	Miles	Class
Rural Minor Arterial Roads	37.3	Class 2
Residential Streets	45.6	Class 3
Major Rural Collector Roads	162.4	Class 4
Rural Local Roads	179.5	Class 5
Trails	208.9	Class 8
Temporary Forest Service Roads		
19 Transportation marine Facilities: Docks & Boat Launches	N/A	Class 9
13 Transportation Safety Termini Facilities: Cabins	N/A	
Bridges	0.3	It is the same Class as the road
Total Miles	633.7	

The Petersburg Borough owns the transportation facilities within the city limits, and dedicated right-of-way corridors have been established within the community. The ADOT&PF owns the transportation facilities that lead to the airport and any roads within the state right-of-way, such as the Mitkof Highway. The USFS owns the transportation facilities on the USFS land. A memorandum of agreement between stakeholding agencies and a public use easement is required if TTP dollars are used to improve any transportation facilities in the TTP inventory.

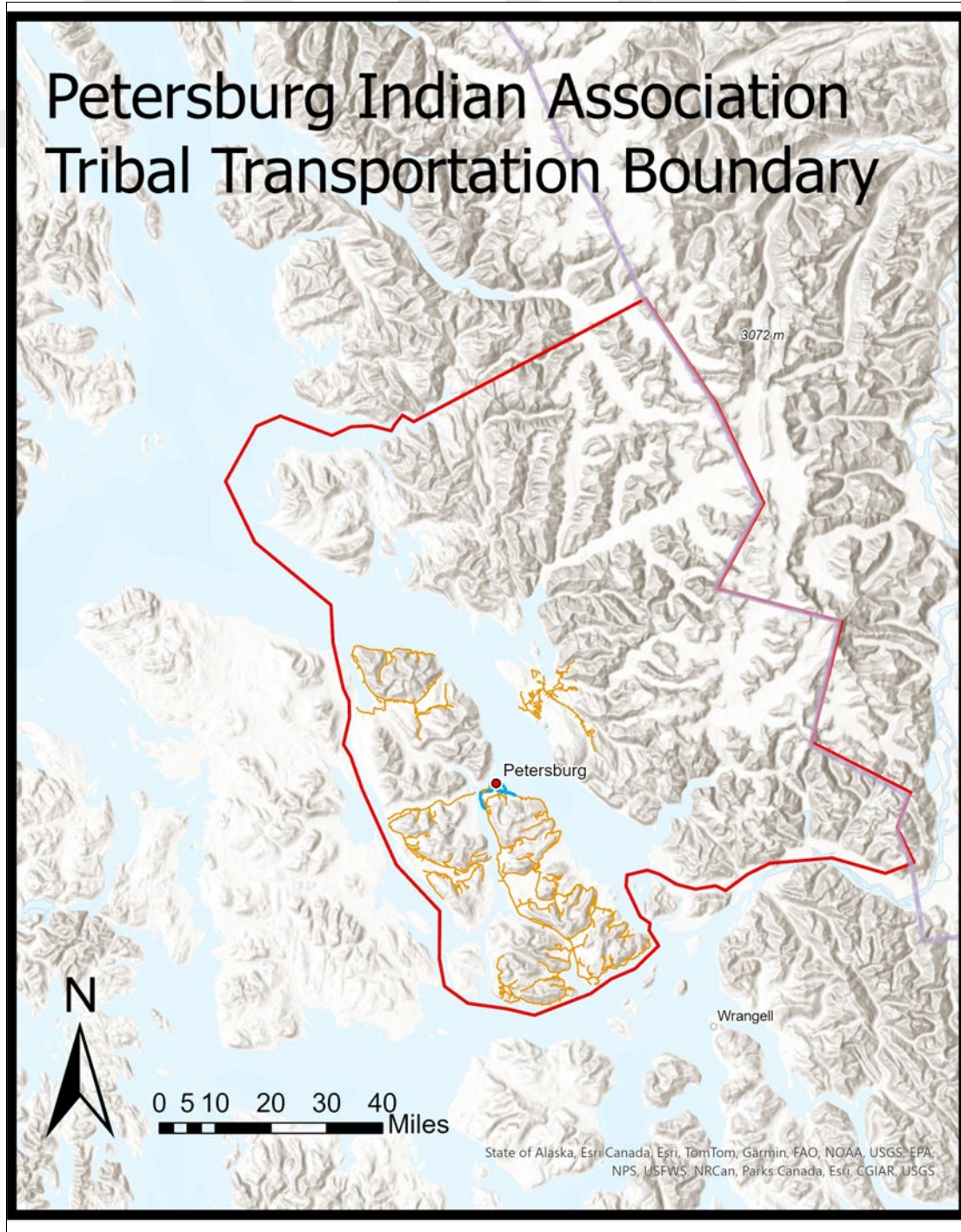
The PIA is constantly refining its program and rating its performance so it can provide tribal members with employment and improve the transportation network throughout the island, which benefits the entire community as a whole. The subsistence, economic, and resource routes that the USFS and Petersburg Borough own are an essential part of the Tribe's and other community member's livelihood and culture. Depending on their transportation funding, the PIA will strive to be a good steward and assist the Borough and USFS in maintaining their transportation facilities. These partnerships are valuable for employing tribal members and keeping all the resources and subsistence roads on the island open for public use.

A significant issue regarding road upgrades, specifically within the city limits, is dust control. Safety and health concerns for residents and pedestrians of all ages increased due

to the excessive dust from the roadways. The Tribe would like a dust suppressant incorporated into any community upgrade or design project dealing with gravel surfacing. An environmentally safe product is recommended to be used that is not harmful to the residents. These roads will be redesigned and constructed as funding is available for safety and health concerns.

Trails on the island are mainly used to access subsistence and recreational areas. These trails and future trails are a Tribal priority. The Tribe will assist the US Forest Service and the Petersburg Borough in maintaining and constructing trails, promoting a more active lifestyle that improves health and creates a more efficient and safe transportation system.

Map 1 – Petersburg Indian Association Tribal Transportation Boundary Limits

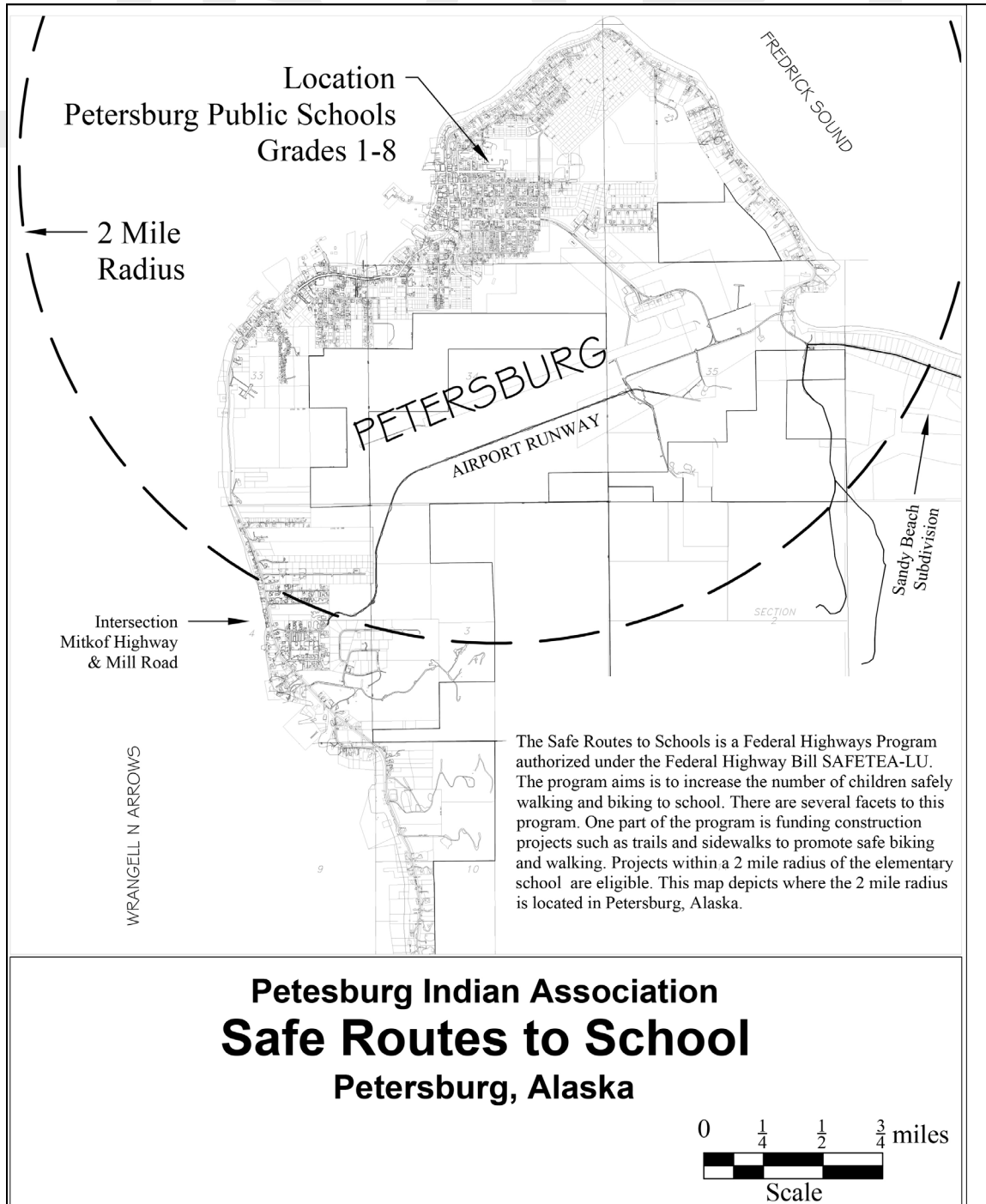


G) TRANSPORTATION SAFETY PLAN

In 2005, the Federal Highway Administration and the Bureau of Indian Affairs, with Tribal input, developed a “Strategic Highway Safety Plan for Indian Lands.” The Strategic Highway Safety Plan establishes direction and emphasizes areas to reduce crashes in Indian Country.⁷

Transportation fatalities and injuries severely impact the quality of life in Indian country. Each year under the Bipartisan Infrastructure Law (BIL), as enacted by the Infrastructure Investment and Jobs Act (Public Law 117-58), 4% of the available TTP funds are set aside to address transportation safety issues identified by federally recognized Indian tribes through a competitive, discretionary program.⁸ Awarded annually, projects whose outcomes will address preventing and reducing death or serious injuries in transportation-related crashes are chosen. We recognize that traffic fatalities and injuries severely impact the quality of life in Indian country. Injury statistics are consistently higher for Native Americans than for the rest of the nation. The Federal TTP Safety Program advocates the development of Strategic Transportation Safety Plans as a means for tribes to determine how transportation safety needs will be addressed in tribal communities. Petersburg Indian Association has adopted a Transportation Safety Plan and is in the process of updating the plan.⁹

The Safe Routes to Schools program is a Federal Highways Program authorized under the Federal Highway Bill SAFETEA-LU¹⁰. It aims to increase the number of children who can safely walk or bike to school. This program has several facets. One part is funding construction projects such as trails and sidewalks to promote safe biking and walking. Projects within a 2-mile radius of the elementary school are eligible. Map 2, page 16, shows the 2-mile radius from Petersburg Public Schools.

Map 2 – Safe Routes to School

Safety Goals

- Safety: Continually improve transportation safety.
- Mobility & Productivity: Preserve, improve, and expand the tribal highway transportation system while enhancing the operation of transportation systems and intermodal connectors.
- Global Connectivity: Promote and facilitate a more efficient tribal, domestic, and global transportation system for economic growth.
- Environment: Protect and enhance the natural environment and communities affected by transportation development.
- Organizational Excellence: Advance the tribal ability to manage for results and innovation.

H) SIDEWALK PROJECTS

Sidewalk construction projects are proposed for the PIA community to enhance transportation and safety, and the PIA will continue to upgrade existing sidewalks. Reconstructing sidewalks involves constructing ADA-approved ramps at all road intersections/corners and all driveway systems in the PIA community to current standards of safety and accessibility.

➤ Proposed Project: Balder and Wrangell Street Sidewalk

Estimated project cost equals \$880,000

This project partners with the Petersburg Borough. Nine hundred and fifty feet of new sidewalks will be constructed for pedestrian safety. The new sidewalk begins at the Petersburg High School Sid Wright Auditorium and ends at the Petersburg Parks and Recreation Community Center.

Map 3 – Proposed Balder and Wrangell Sidewalk

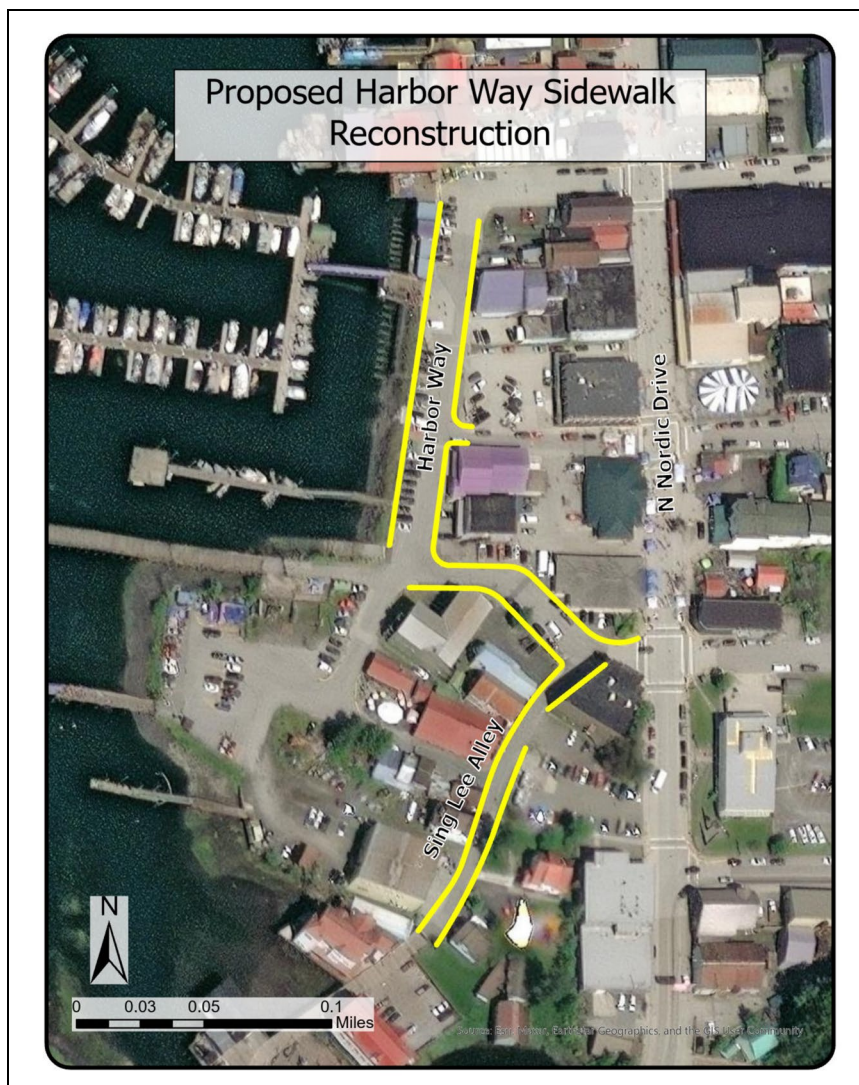


➤ ***Proposed Project: Harbor Way Sidewalk Reconstruction***

Estimated Project Cost equals \$975,000

This project partners with the Petersburg Borough. The reconstruction of thirty-three hundred feet of sidewalks in downtown Petersburg will make the sidewalks ADA accessible and improve pedestrian safety.

Map 4 – Proposed Harbor Way Sidewalk Reconstruction

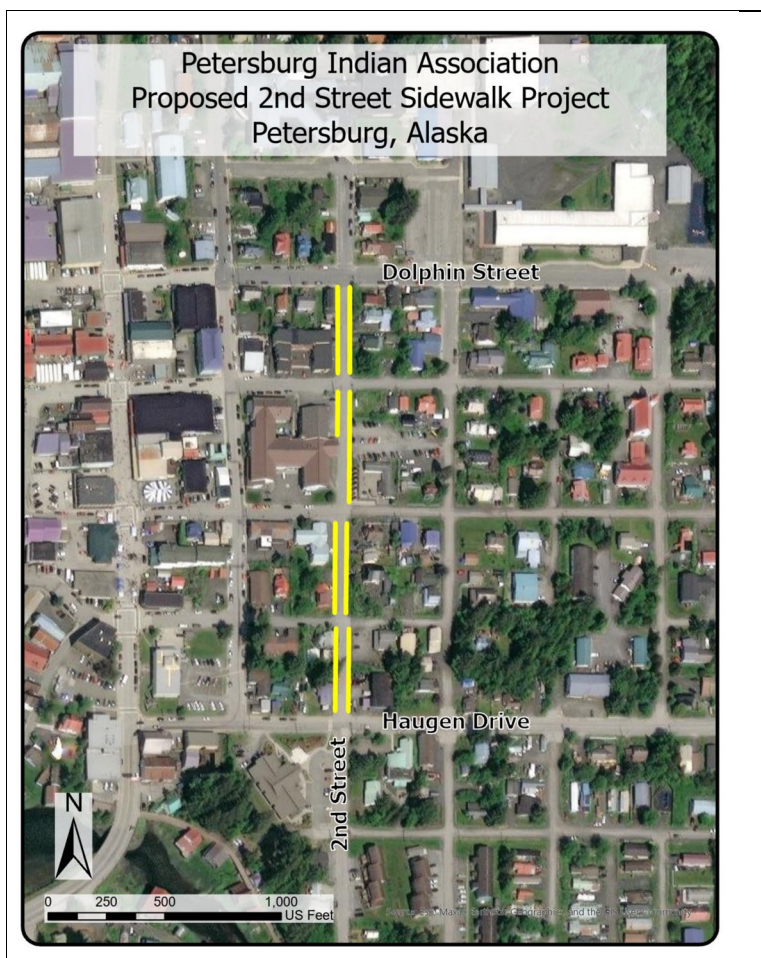


➤ ***Proposed Project: 2nd Street Sidewalk***

Estimated Project Cost equals \$1,340,000

This project would be partnered with the Petersburg Borough. The purpose of the new sidewalk is to provide safe pedestrian travel. The sidewalk begins at the Petersburg Public Library on Haugen Drive; it passes Clausen Memorial Museum and the Petersburg General Hospital and Long Term Care Facility and terminates at Petersburg Public Schools, where the high school, middle school, and elementary school are located. The sidewalk connects the housing on the south side of Haugen Drive with a safe pedestrian path to schools, museum, and the hospital.

Map 5 – Proposed 2nd Street Sidewalk

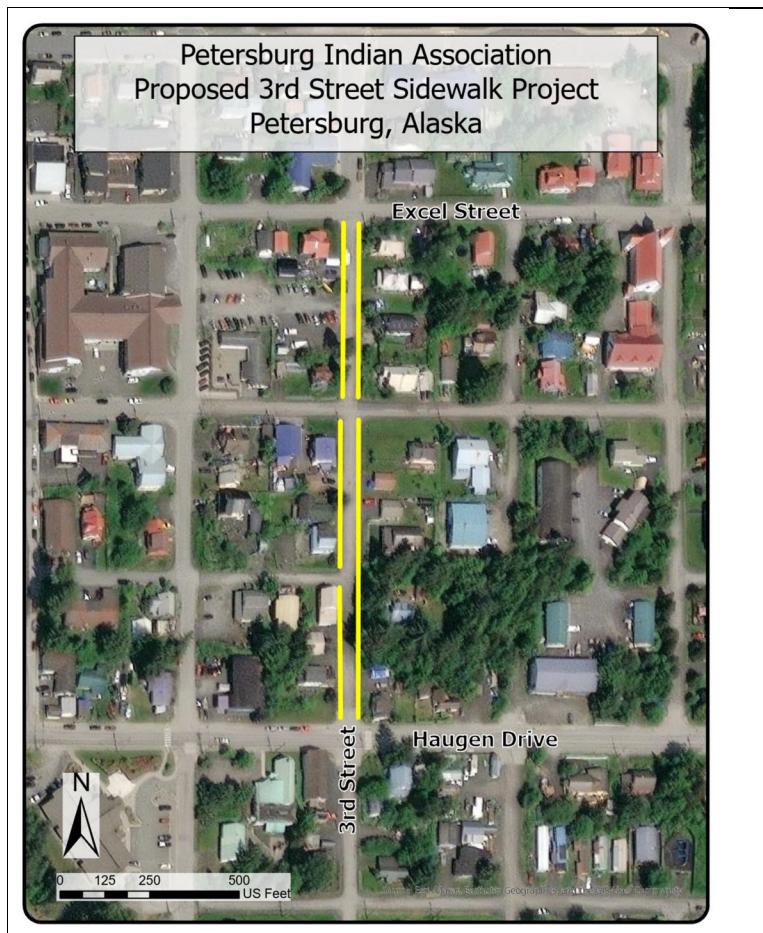


➤ ***Proposed Project: 3rd Street Sidewalk***

Estimated Project Cost equals \$1,040,000

This project would be partnered with the Petersburg Borough. The purpose of the new sidewalk is to provide safe pedestrian travel. The sidewalk begins at Haugen Drive, on 3rd Street. It runs along 3rd Street to an existing sidewalk on Excel Street, which connects to Dolphin Street and the Rae C Stedman Elementary School. The sidewalk connects the housing on the south side of Haugen Drive with a safe pedestrian path to Petersburg Middle and High School and Rae C Stemen Elementary.

Map 6 – Proposed 3rd Street Sidewalk

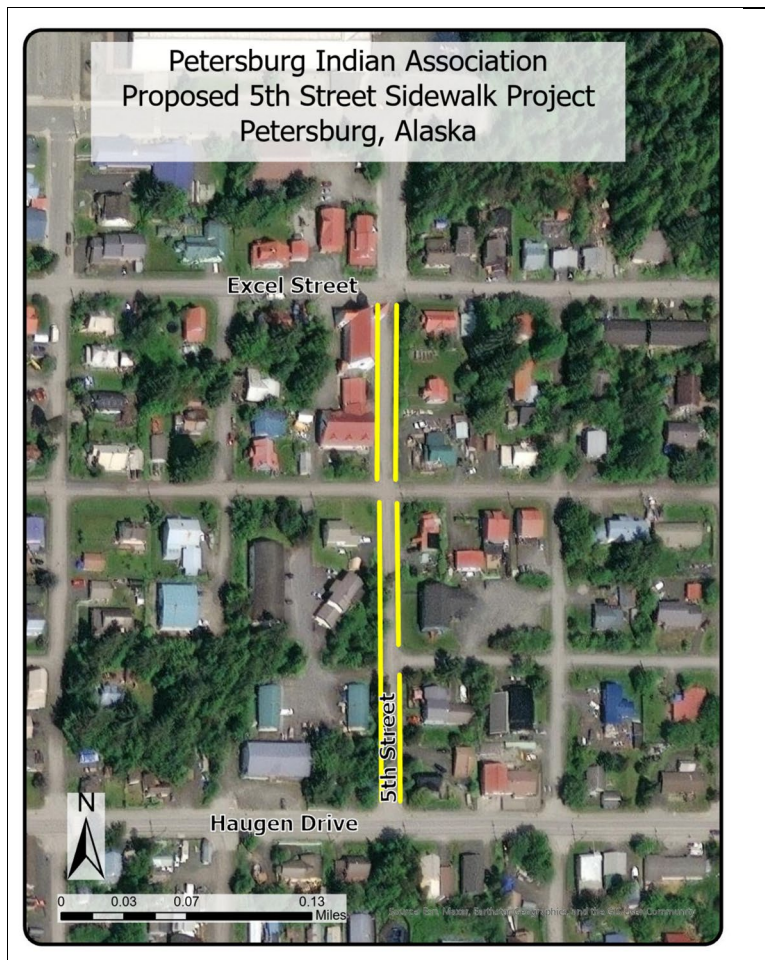


➤ ***Proposed Project: 5th Street Sidewalk***

Estimated Project Cost equals \$1,073,000

This project would be partnered with the Petersburg Borough. The purpose of the new sidewalk is to provide safe pedestrian travel. The sidewalk begins at Haugen Drive, on 5th Street. It runs along 5th Street to an existing sidewalk on Excel Street, which connects to Dolphin Street and the Rae C Stedman Elementary School. The sidewalk connects the housing on the south side of Haugen Drive with a safe pedestrian path to Petersburg Middle and High School and Rae C Stemen Elementary.

Map 7 – Proposed 5th Street Sidewalk



➤ ***Proposed Project: Haugen Drive Sidewalk***

Estimated project cost equals \$639,000

This project would be partnered with the State of Alaska Department of Transportation and the Petersburg Borough. The purpose would be to construct a sidewalk alongside Haugen Drive in Petersburg, starting at 12th Street and ending at the US Post Office. The existing sidewalk from downtown Petersburg ends at 12th Street. The new sidewalk would continue the Haugen Drive sidewalk at the sidewalk system surrounding the Post Office for approximately 880 feet. The purpose is to provide safe pedestrian travel from downtown Petersburg to the Post Office without walking alongside the highway and competing with automotive traffic.

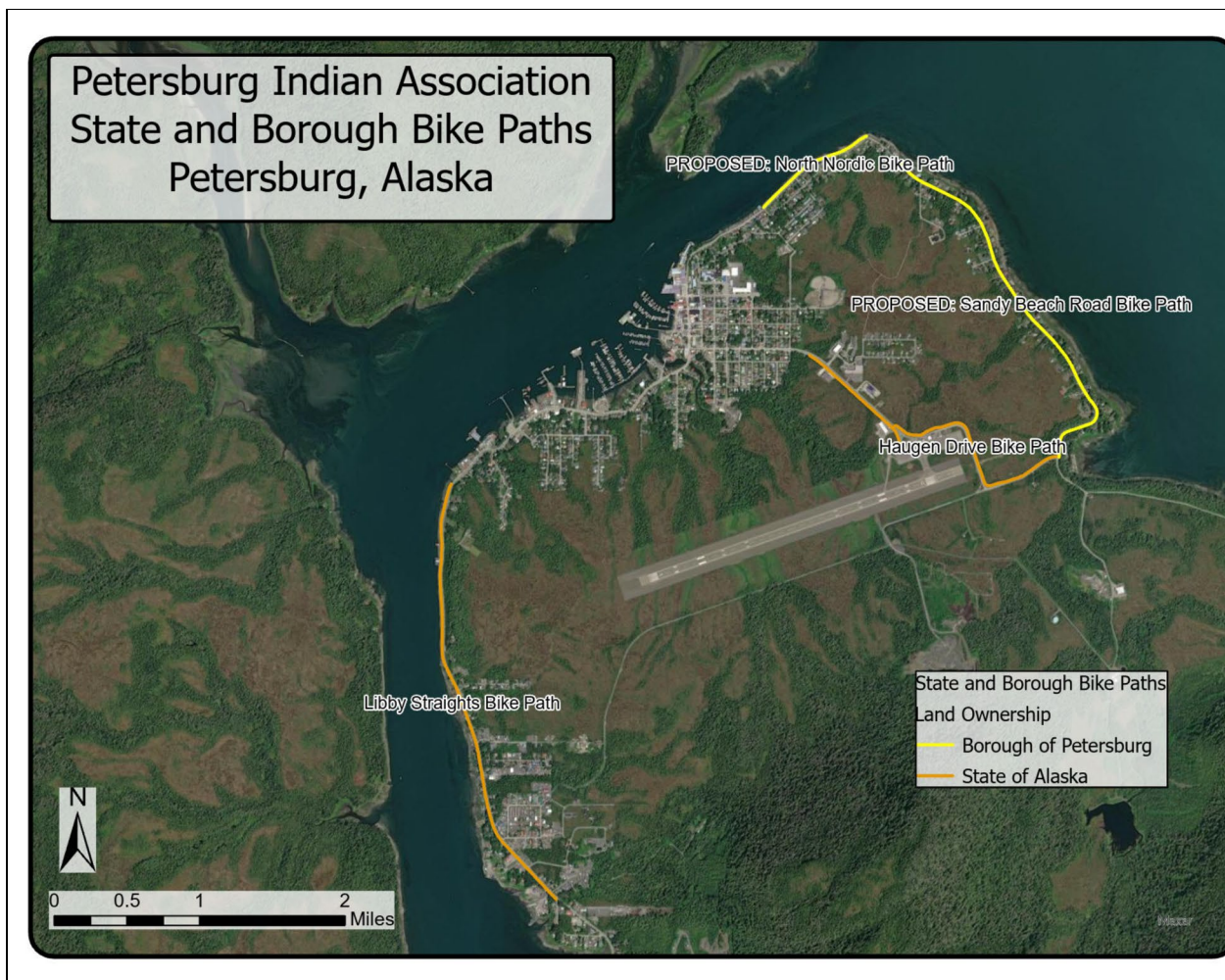
Map 8 – Proposed Haugen Drive Sidewalk



I) BIKE PATHS

There are two existing bike paths in Petersburg. The State of Alaska Department of Transportation maintains them. The paths are eight feet in width and paved with asphalt concrete. The first is along Haugen Drive, starting at 8th Street and terminating at Sandy Beach Park for 1.3 miles. The second is along Mitkof Highway for 0.7 miles, starting at milepost 0.3 and ending at milepost 1.0. The Petersburg Borough proposes two new bike paths along North Nordic Drive and Sandy Beach Road.

Map 9 – State and Petersburg Borough Bike Paths



➤ ***Proposed Project: Sandy Beach Bike Path***

Estimated project cost equals \$1,832,880

This bike path project is constructing a bike path on Sandy Beach Road. Sandy Beach Road is a popular route for walkers and bikers. The existing Sandy Beach Road is an asphalt paved road with a five-foot extra wide shoulder. Widening the shoulder to eight feet wide would make the path a standard bike path width. The new bike path begins at the intersection of Haugen Drive and Sandy Beach Park. It continues along Sandy Beach Road, approximately one and a half miles to the existing sidewalk starting at Fourteenth Street. Constructing on the water side of the road widens the existing five-foot shoulder to eight in width. A traffic delineation curb to protect pedestrians from traffic needs to be installed to delineate the driving lane from the bike path. The project will involve working with the Petersburg Borough and the existing landowners on Sandy Beach Road to obtain the best design.

Map 10 – Proposed Sandy Beach Bike Path



➤ ***Proposed Project: North Nordic Bike Path***

Estimated project cost equals \$677,500

The North Nordic Bike Path is 2,500 feet, following the popular ocean-side route along North Nordic Drive, starting at Baltic Street and ending at the proposed Hungry Point Lookout. The trail can be made of a gravel surface on the existing side of the road fill that comprises North Nordic Drive. The width of the path surface will be 8 feet wide. This path will easily accommodate both bikers and pedestrians. Numerous walkers have made a rough trail alongside the existing guardrail. Completing the new path would be a valuable asset to the community for biking/walking opportunities and the beautiful views of the Wrangell Narrow and Coastal Mountain Range. The North Nordic Bike Path would be a significant safety improvement as many pedestrians and bikers use the roadway for this purpose. This new path would remove these users from harm's way by moving them out of the vehicle traffic lane to the protected North Nordic Bike Path.

Map 11 – Proposed North Nordic Drive Bike Path



J) ROADS

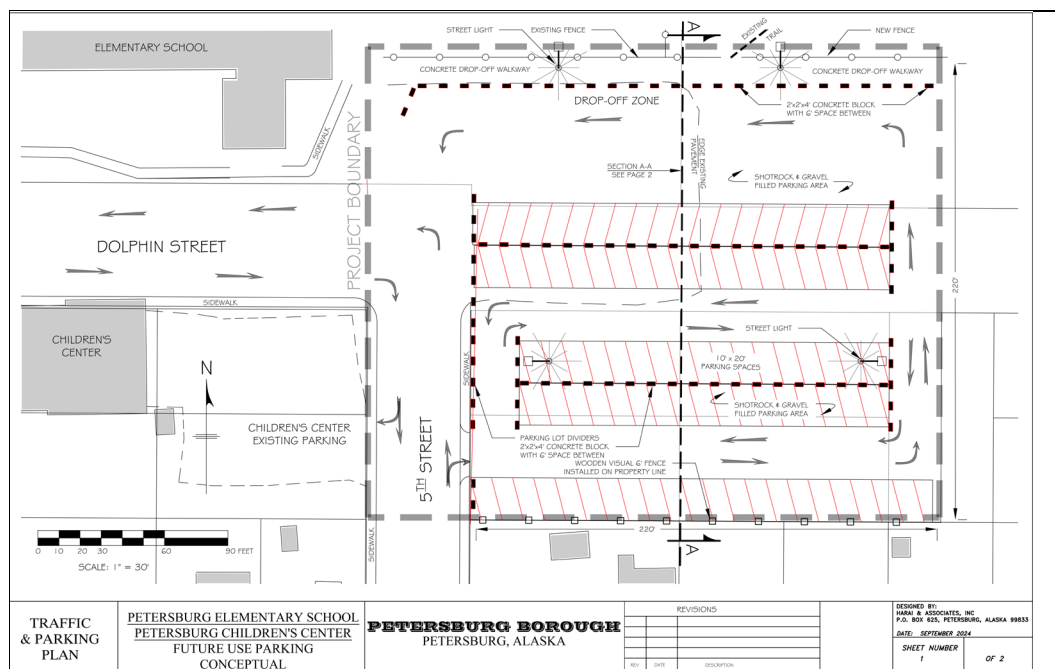
Road construction projects are proposed for the PIA community to enhance transportation and safety. Reconstructing involves designing walkways and sidewalks, widening shoulders, adding street lights, and improving stormwater drainage. Appurtenances to the roadway are street parking and parking lots.

➤ *Proposed Project: Rae C Stedman Elementary School Drop-Off Zone/Parking*

Estimated project cost equals \$800,000

The project is proposed to improve elementary school student safety upon arrival and departure. Students will enter/leave the school by moving through and behind a protected fenced area instead of walking around and through car traffic. This project is in partnership with the Petersburg School District, the Petersburg Children Center, and the Alaska Safe Routes to Schools Program.

Figure 1– Proposed Rae C Stedman Elementary School Drop-Off Zone/Parking

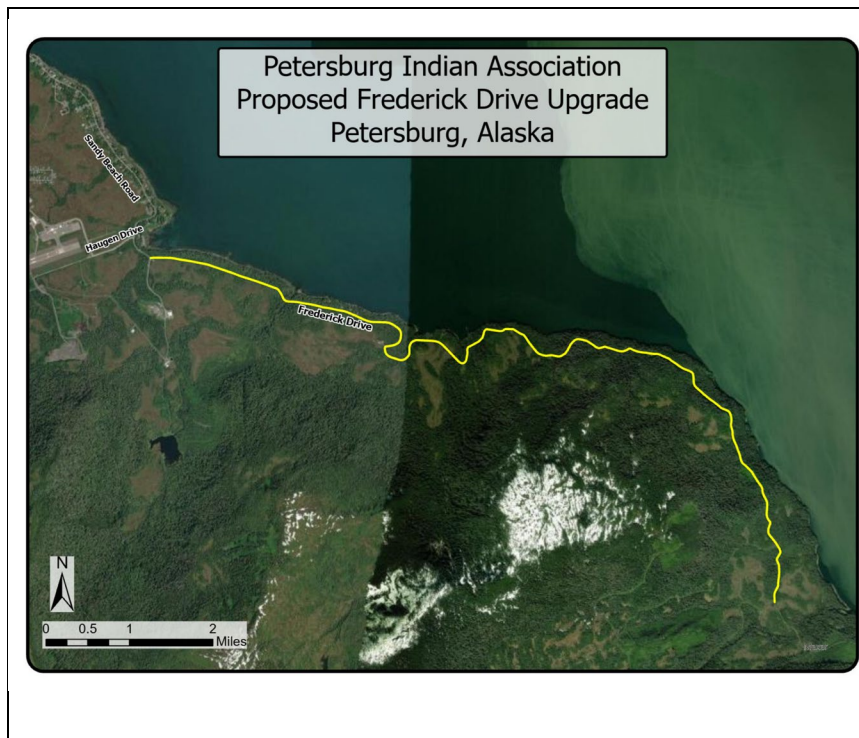


➤ ***Proposed Project: Upgrade Frederick Point Drive***

Estimated project cost equals \$386,000

The Cabin Creek Reservoir Road is within the Petersburg Borough. This road connects Sandy Beach Road to the US Forest Service road system on the north side of Mitkof Island. The first 2.5 miles of this 6-mile road is a good gravel road that transverses the Point Frederick Subdivision. The next 3.5 miles is the portion that is proposed for upgrade. This last 3.5 miles is a narrow 12' wide rough gravel road with encroaching roadside brush, tight turns, blind spots, and too few turnouts. This upgrade project will provide a safe roadway for viewing Frederick Sound and accessing the US Forest Service road system and land. The present narrow roadway (12' ±), with high brush on the sides and poor drainage, connects to the US Forest Service road system, providing a loop system for travel to and from the town of Petersburg. The project proposal will include brushing, ditching, and resurfacing the existing road with a 4" layer of crushed rock. An additional option will be widening the existing roadway in specific areas to improve sight distance.

Map 12 – Proposed Upgrade Frederick Point Drive



➤ ***Proposed Project - Upgrade Excel Street***

Estimated project cost equals \$3,000,000

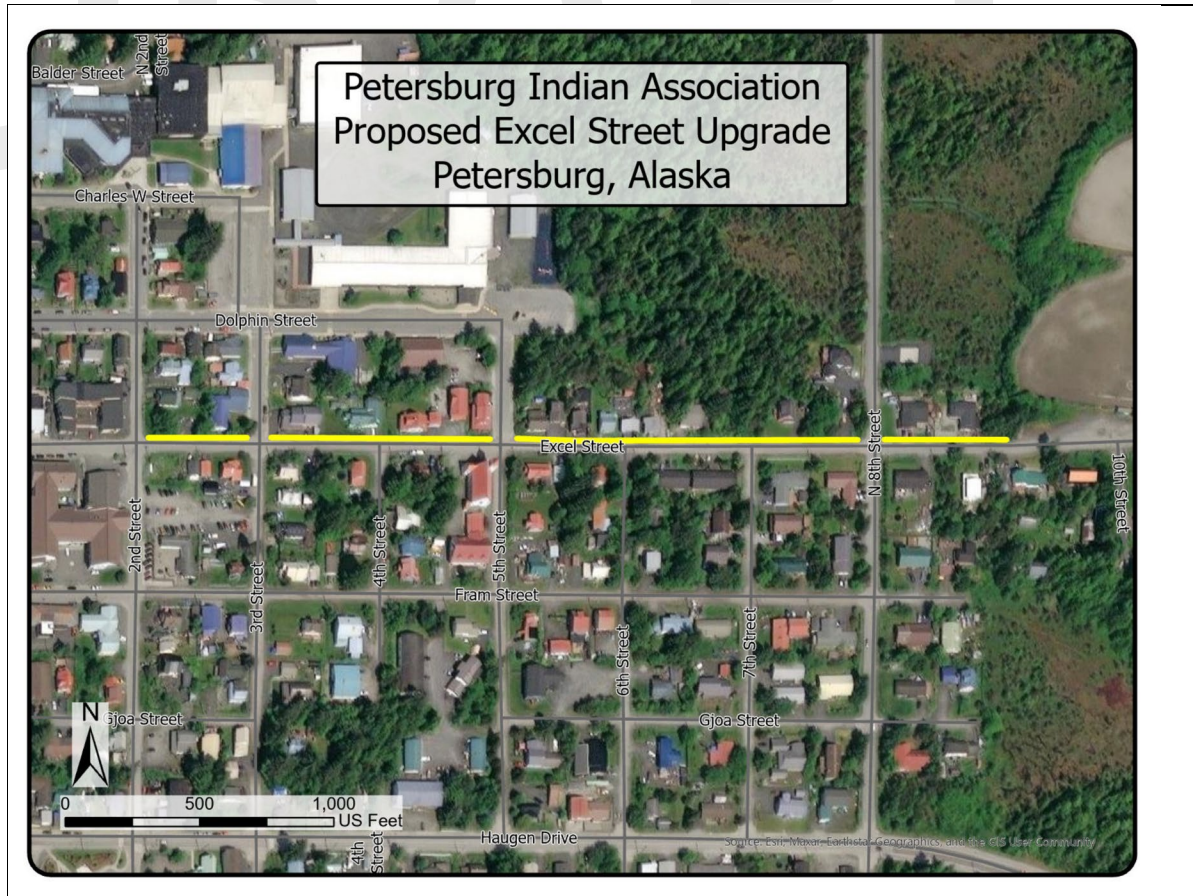
Excel Street is within the Petersburg Borough. The main road connects downtown Petersburg with the community ball field and is heavily used by traffic and pedestrians. The public elementary, middle, and high schools are within a block of this street. The Petersburg Medical Center's clinic entrance is adjacent to Excel Street. The road from downtown Petersburg to the terminus at the community ball field is ten blocks (2,500').

The existing road is a narrow gravel road, except for the first block. There are no sidewalks or delineations to separate and protect pedestrians from vehicular traffic. There are numerous places where it is difficult for two motor vehicles to pass safely, much less with pedestrians present. Excel Street is unsafe during the spring and summer baseball season when school children and cars head to and from the ball field.

The Excel Street Improvement Project may qualify for the State of Alaska Safe Routes to Schools grants. These multifaceted grants can be used for education, planning, and construction of safe routes to Petersburg elementary, middle, and high schools.

The proposed improvements to Excel Street would involve the construction of a modern road. A typical cross-section would reflect a pedestrian sidewalk, parking lane, and traffic lane. The new sidewalks would be concrete, and the parking/traffic lanes would be asphalt pavement.

This upgrade would run from the top of the hill at the community ball field down to the existing pavement and sidewalks on First Street. These improvements would provide safe walking/biking for pedestrians, delineated from vehicular traffic. The improved parking/traffic lanes would eliminate traffic congestion and stop the dust problems common with the old gravel road during dry weather.

Map 13 – Proposed Excel Street Upgrade

➤ ***Proposed Project – Airport Subdivision Excel Street and 13 Street***

Estimated project cost equals \$3,195,000

The Safe Routes to School routes are a priority for the Tribe. Excel Street is within a 2-mile radius of the schools and connects to the hospital, schools, and ball field recreation area. The construction of a 1500-foot road extending Excel Street and 13th Street will provide a second traffic flow outlet for the Airport Subdivision.

This road project would partner with the Petersburg Borough. The road would be 28 feet wide, dug to hard pan, and include water, sewer, and electrical utilities. The TTP program does not allow for water, sewer, and electrical utilities, which are a third of the cost.

Map 14 – Airport Subdivision Excel Street and 13th Street



K) PEDESTRIAN TRAILS

The Petersburg Indian Association is in partnership with the Petersburg Borough and the U.S. Forest Service in building and maintaining a system of trails within our community. Trails support an active lifestyle that improves health. Physical activity also reduces stress and improves mental health. Trails are exceptionally well suited to helping everyone become more physically active. Many trails are designed for the recreational activities citizens most enjoy, including walking, cycling, and jogging. They are readily accessible to most people and inexpensive to use. They are found in various attractive settings and can provide moderate outdoor adventures. They can provide physical activity for the broadest range of people, including persons with disabilities, children and youth, older people, and others who are known to be less physically active. Trails are less expensive to operate and maintain than other park and recreation facilities for the number of people using them. They provide a type of physical activity and serve as transportation corridors between different points in town. Table 2 shows the Petersburg Borough Trails in the National Tribal Transportation Facility Inventory (NTTFI). Map 14, page 32, shows the location of the Petersburg Borough trails. Table 3, page 33, shows the United States Forest Service Trails in the PIA's NTTFI. Other USFS trails are outside PIA's boundary. Map 15, page 34, shows the Petersburg Ranger Districts Trails.

Table 2 – Petersburg Borough Trails - Existing and Proposed

Table 2 - Petersburg Borough Trails existing and proposed	
<i>Trails</i>	<i>Service needed within next 20 years</i>
1. William Musson Memorial Pathway	Reconstructed 2022
2. Hungry Point Trail	Reconstructed 2017
3. Hungry Point Trail Boardwalk	Completed New Construction 2017
4. Mountain View Manor	Completed New Construction 2022
5. City Creek Trail Phase 1	Completed Reconstruction 2017
6. City Creek Trail Phase 2	Completed Reconstruction 2024
7. City Creek Trail Loop	Proposed New Construction 2025
8. Nature Boardwalk	Reconstruction (Long Term 10-20 years)

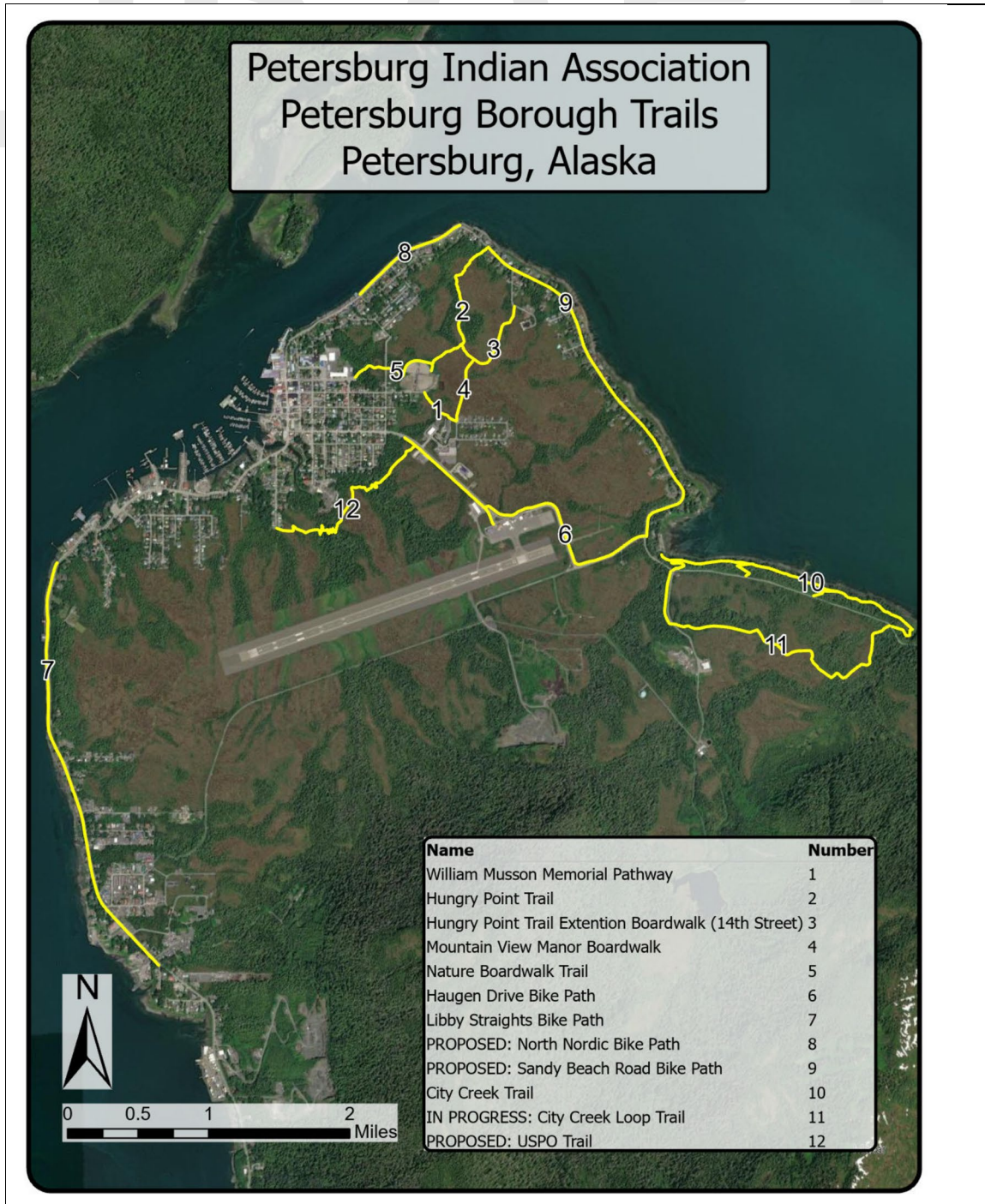
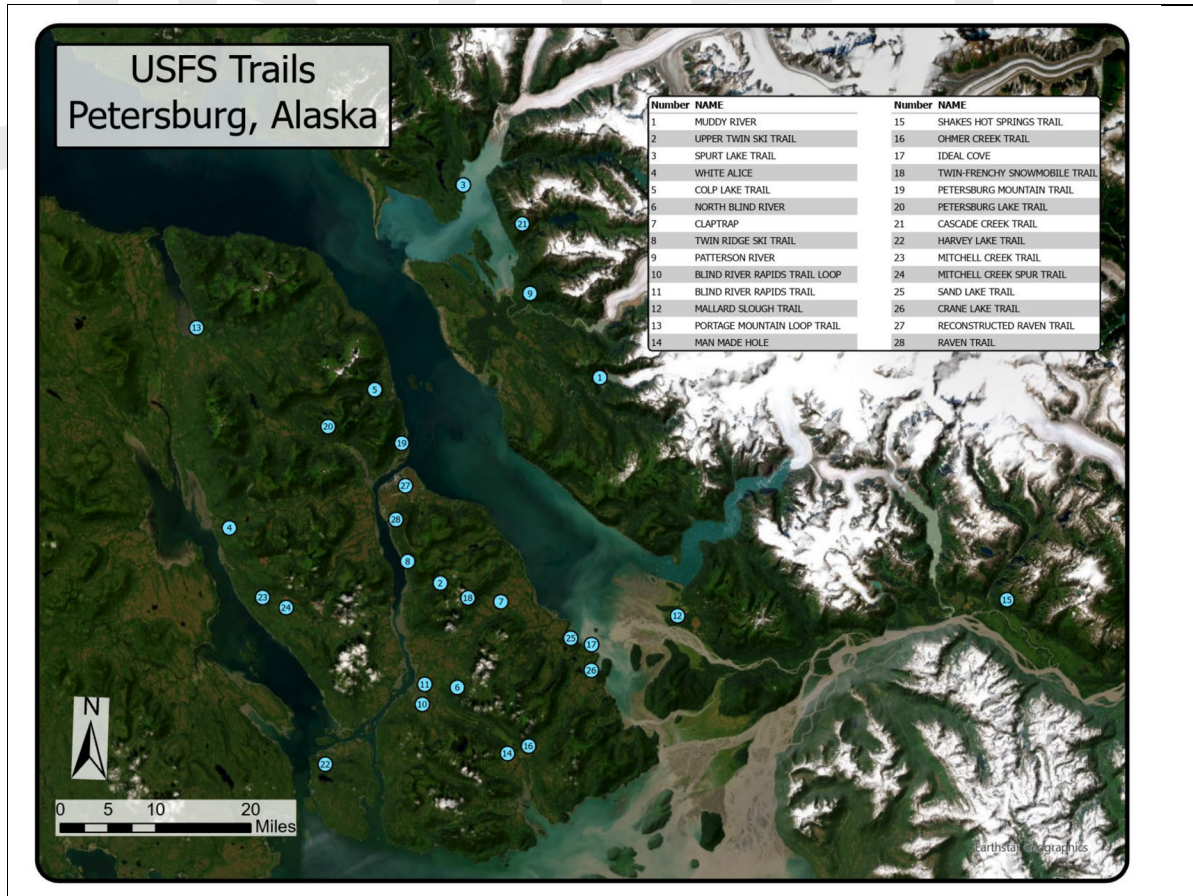
Map 15 – Petersburg Borough Trails

Table 3 – US Forest Service Trails in PIA's NTTFI

Table 3 - US Forest Service Trails in NTTFI	
<i>Trails</i>	<i>Service needed within next 20 years</i>
1. Blind River Rapids Trail	Reconstruction
2. Blind River Rapids Trail (Loop)	Reconstruction
3. Cascade Creek Trail	Reconstruction
4. Colp Lake Trail	None
5. Harvey Lake Trail	Reconstruction
6. Ideal Cove Trail	None
7. Man Made Hole Trail	Reconstruction
8. Mitchell Creek Spur Trail	None
9. Mitchell Creek Trail	None
10. Muddy River Trail	Reconstruction
11. Ohmer Creek Trail	Reconstruction
12. Petersburg Lake Trail	Reconstruction
13. Petersburg Mountain Trail	Reconstruction (upper)
14. Portage Mountain Trail	None
15. Ravens Trail	Reconstruction (upper)
16. Ravens Trail Extension	None
17. Sand Hill Crane Lakes Trails	Reconstruction (aka: 3 Lakes Loop trails)
18. Spurt Lake Trail	None
19. Twin-Frenchy Snowmobile Trail	None
20. Twin Ridge Ski Trail	None
21. Upper Twin Ski Trail	None

Map 16 – USFS Petersburg Ranger Districts Trails

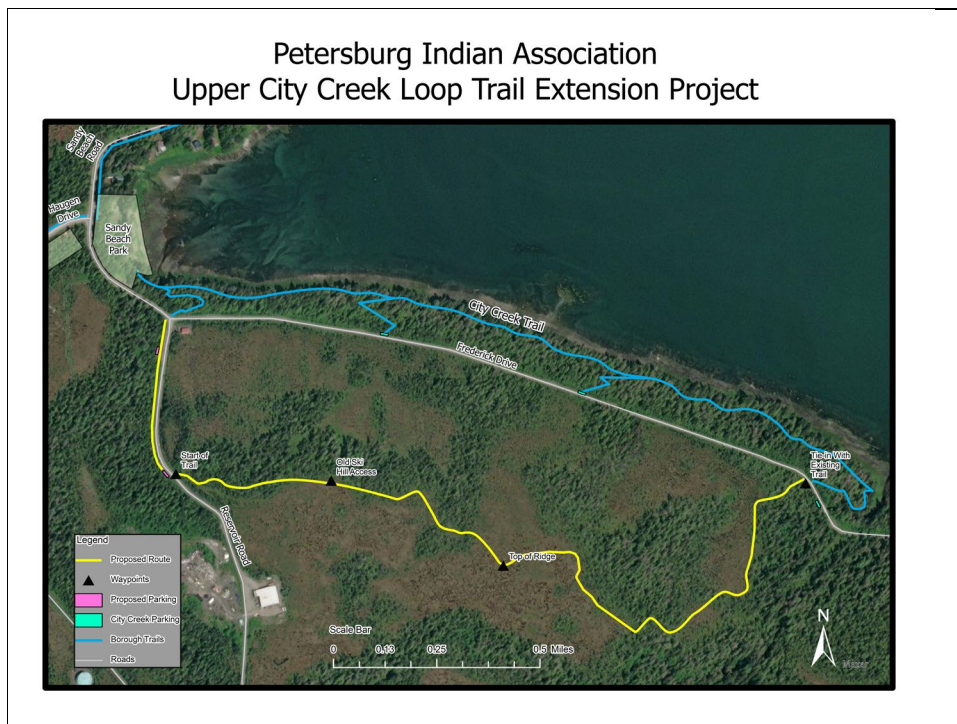
L) PROPOSED PEDESTRIAN TRAILS – PETERSBURG BOROUGH

➤ *Current Project: City Creek Loop Trail*

Estimated cost equals \$300,000

The loop would access the area known as the old ski hill area. From the intersection of Reservoir Road and Frederick Point Drive, the trail would meander up the hill toward the baler facility until it gained the top of the ridge. Then, it would turn east and run along the back of the Sandy Beach Subdivision lots. The trail would continue along the ridge until it reached City Creek, and then it would lower in elevation through muskeg and timber until it reconnects with the existing City Creek Trail. The length of this trail would be about a mile. This trail would be rough on the natural ground with two-foot-wide boards on muskeg covered in netting. Its main attractions are the vistas of Frederick Sound and the coastal mountain range. It would also provide back-country skiing in the wintertime.

Map 17 – Proposed City Creek Loop Trail

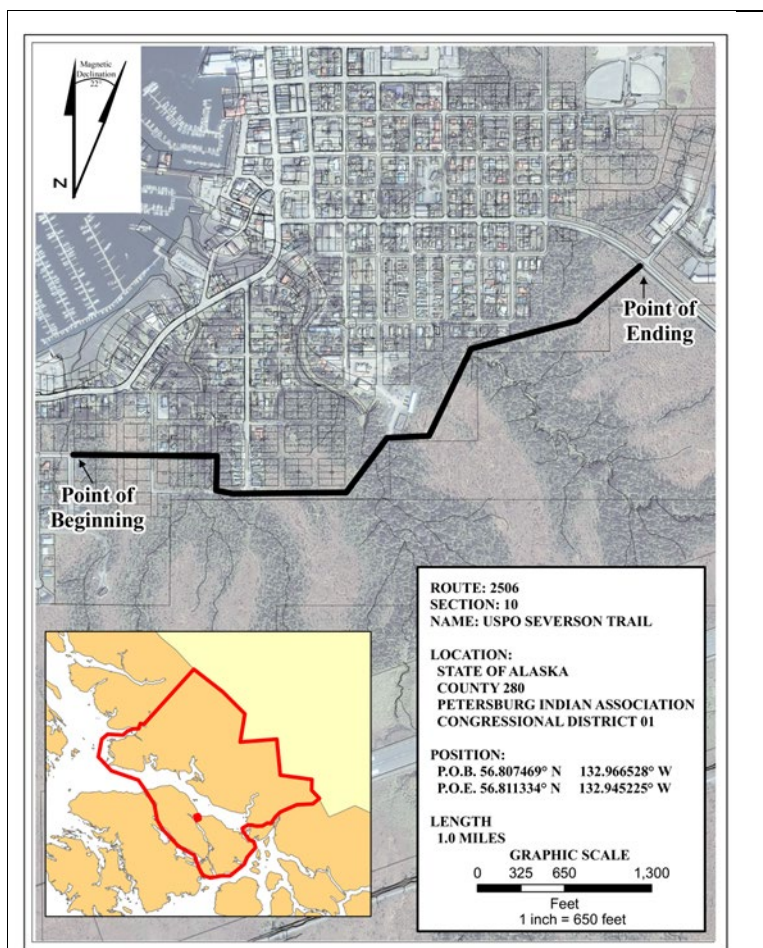


➤ ***Proposed Project – USPO Trail***

Estimated cost: \$755,000

This project would partner with the Petersburg Borough. The proposed mile-long trail begins at the south end of town at the intersection of Odin Street and Queen Street. It ends intersecting with the existing Haugen Drive Bike Path near the Petersburg Fire Station and Petersburg Post Office. This trail would be rough on the natural ground with two-foot-wide boards on muskeg covered in netting and wooden pedestrian bridges on pipe piling over creeks. The new trail would link the south part of town to the airport area without going through downtown Petersburg.

Map 18 – Proposed USPO Trail



➤ ***Proposed Project – Odin Street Trail, a section of the USPO Trail***

Estimated cost: \$17,300

This project would partner with the Petersburg Borough. The proposed six hundred feet of construction is the first section of the USPO trail. It begins at the intersection of Odin Street and Queen Street and ends intersecting with Noseeum Street. This trail would be rough on the natural ground with two-foot-wide boards on muskeg covered in netting and wooden pedestrian bridges on pipe piling over a creek.

Map 19 – Proposed USPO Trail



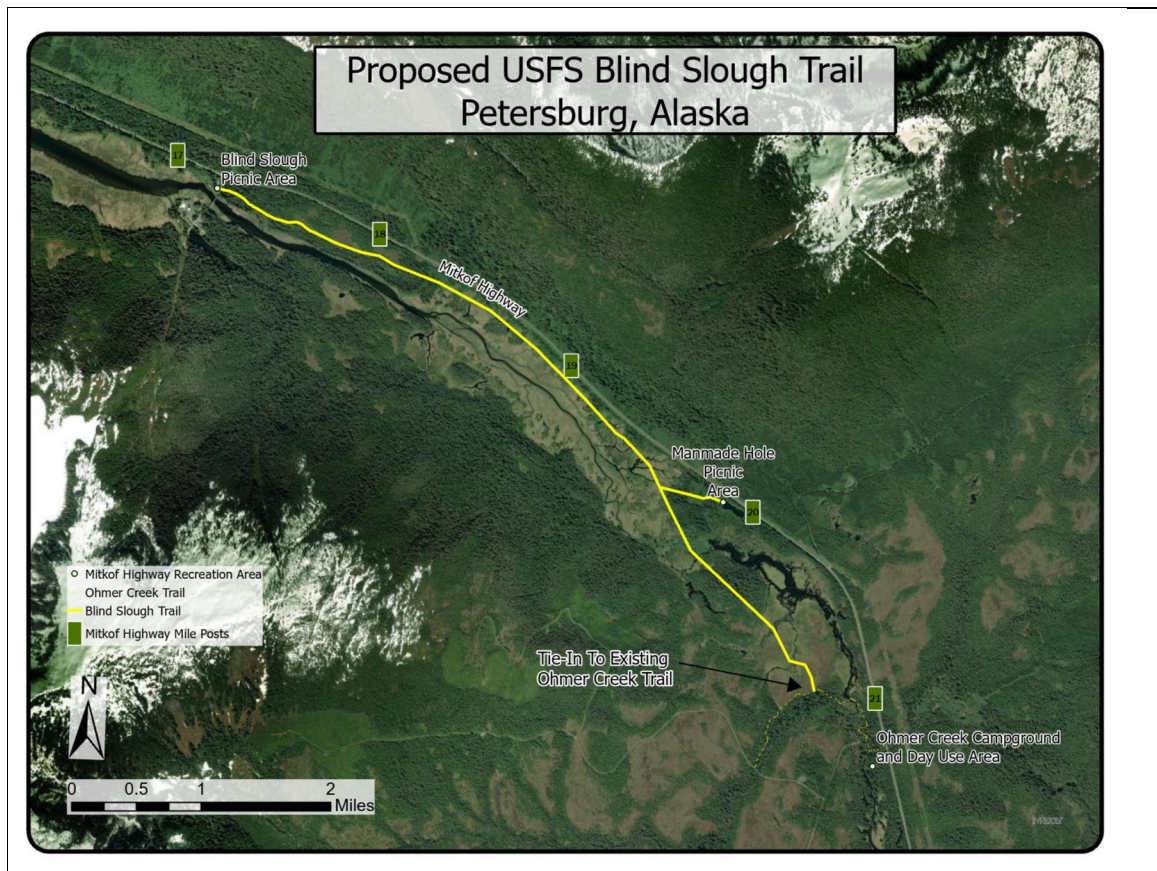
M) PROPOSED PEDESTRIAN TRAILS – USFS

➤ Proposed Project – Blind Slough Trail

Estimated cost equals \$985,000

This project partners with the US Forest Service. The purpose would be to construct a trail system to tie together three main recreation areas on the road from Petersburg. The trail would start at Blind Slough Picnic Area, connect to the Manmade Hole Recreation Area, and terminate at the Ohmer Creek Trail and Campground. This trail would be approximately 6.8 miles long and be constructed of gravel paths, boardwalks, and footbridges. The approximate cost of this project would be \$985,000.

Map 20 – Proposed Blind Slough Trail



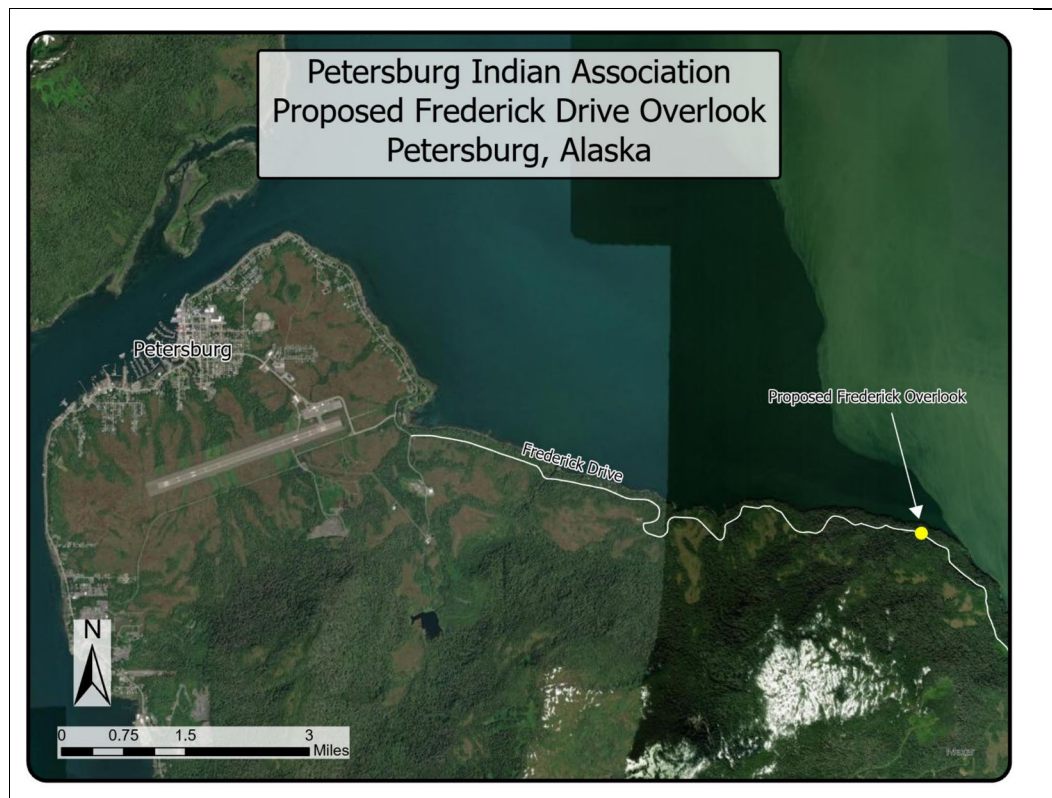
N) SCENIC OVERLOOK PROJECT

➤ *Proposed project: Scenic Overlook on Frederick Point Drive*

Estimated cost equals \$96,000

This project partners with the Petersburg Borough and is eligible for the Alaska Federal Lands Access Project grants. The location is at milepost 3.2, Frederick Point Drive. A project overview is to provide a safe and scenic area for viewing Frederick Sound, coastal mountains, and Petersburg. Cars and people can pull into the scenic overlook area to enjoy the view in a safe location. Proposed project work includes clearing brush and trees, grading the area for drainage and widening, the top area with crushed rock, installing barrier boulders to separate the overlook area from the road, installing guard rail to protect visitors from the steep slope, and installing picnic tables and fire ring for visitor enjoyment.

Map 21 – Proposed Scenic Overlook on Frederick Point Drive



O) MARINE FACILITIES

The area that the Petersburg Indian Association calls home is a maritime collection of islands. Marine facilities and navigational improvements are the unique transportation needs within this area. Due to the limited road system, aircraft and boats are common transportation vessels in this region. Barges carry annual supplies, construction materials for most projects, and fuel to the area. All year round, boats provide transportation to neighboring towns, freight services, and access to subsistence resources. Improving and constructing marine facilities such as docks, boat harbors, ports, barge landings, and breakwater structures is important to transportation in the PIA region.

On Mitkof Island, there are eight marine facilities in the Petersburg Borough complex. See Map 6 - Petersburg Borough Marine Facilities, page 31. The harbors in town are North Harbor, Middle Harbor, South Harbor, South Harbor Crane Dock, Drive Down Dock, South Harbor Boat Launch, and North Harbor Side Dock. Heading south on Mitkof Highway from Petersburg are other marine facilities that are useful to the PIA community. The Scow Bay Airport Turn Around Boat Launch, owned by the Petersburg Borough, is located at milepost 3. Papke's Landing, owned by the State of Alaska, is at milepost 10 and encompasses a boat ramp and a floating dock. Further on at milepost 21, turning onto road 6245 at milepost 9 is the Woodpecker Boat ramp owned by the Forest Service. Woodpecker is a concrete boat ramp that services the Sumner Strait area. South at milepost 30 is another boat ramp, Banana Point, owned by the State of Alaska. The Banana Point boat ramp accesses the Sumner Strait area and the town of Wrangell. Blaquiere Point boat ramp, owned by the State of Alaska, is located near the end of the road at milepost 35. Blaquiere Point boat ramp is a concrete ramp with a gravel parking lot that services the Stikine River area.

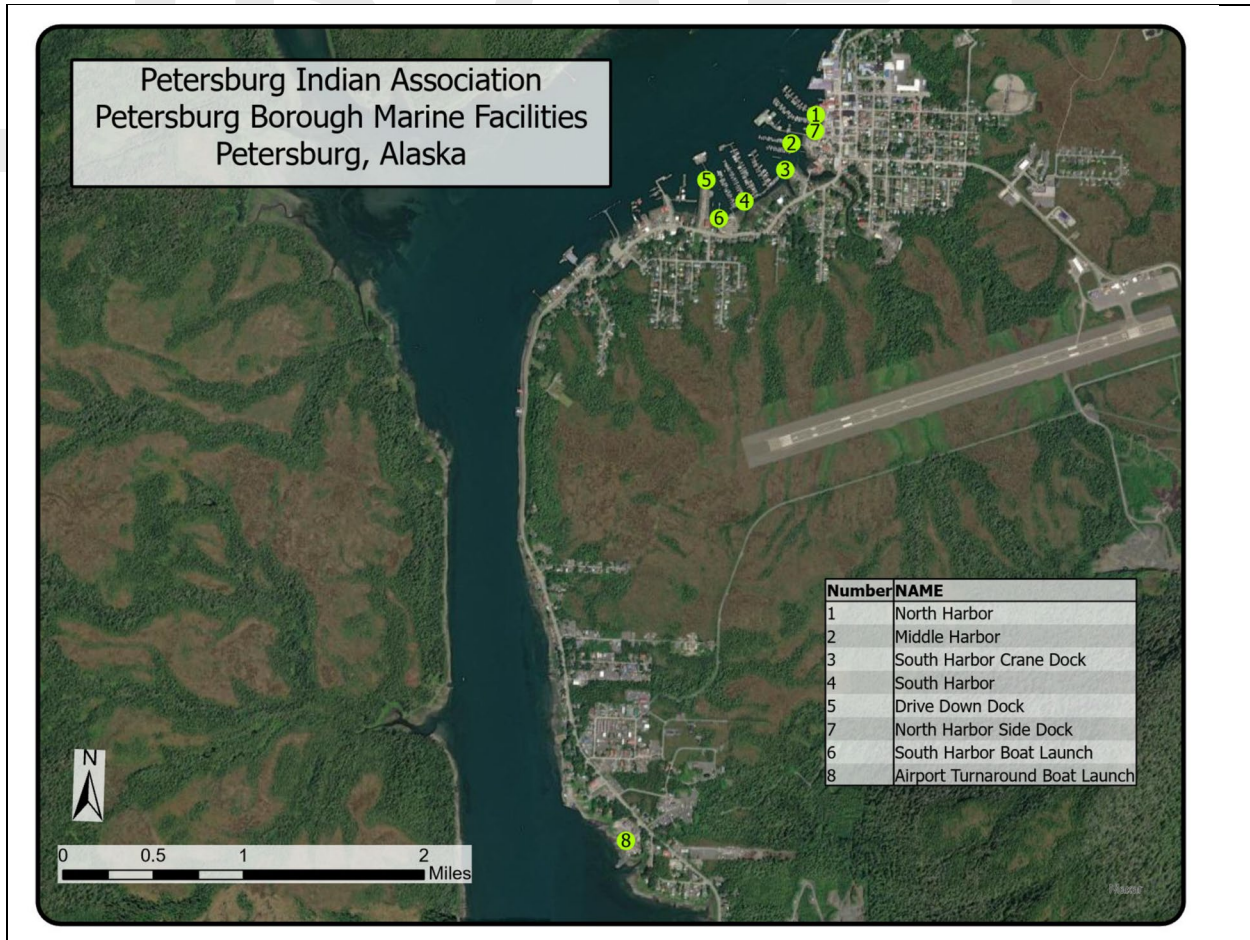
On the Island of Kupreanof, the marine facilities are Tonka Dock and Portage Bay Dock, owned by the Forest Service, and the City of Kupreanof Dock, owned by the State of Alaska. The Thomas Bay dock is on the mainland and is owned by the US Forest Service.

All marine facilities are important to the lifestyle and subsistence needs of the PIA tribal members and the general public. The upkeep, maintenance, and improvements to these facilities are crucial to the future transportation needs of the Petersburg Indian Association. See the Marine Facility Table on page 41, Map 20 for the Petersburg Borough Marine Facilities on page 42, Map 21 for the US Forest Service Marine Facilities on page 43, and Map 22 for the State of Alaska Marine Facilities on page 44.

Table 4 – Marine Facilities in PIA's NTTFI

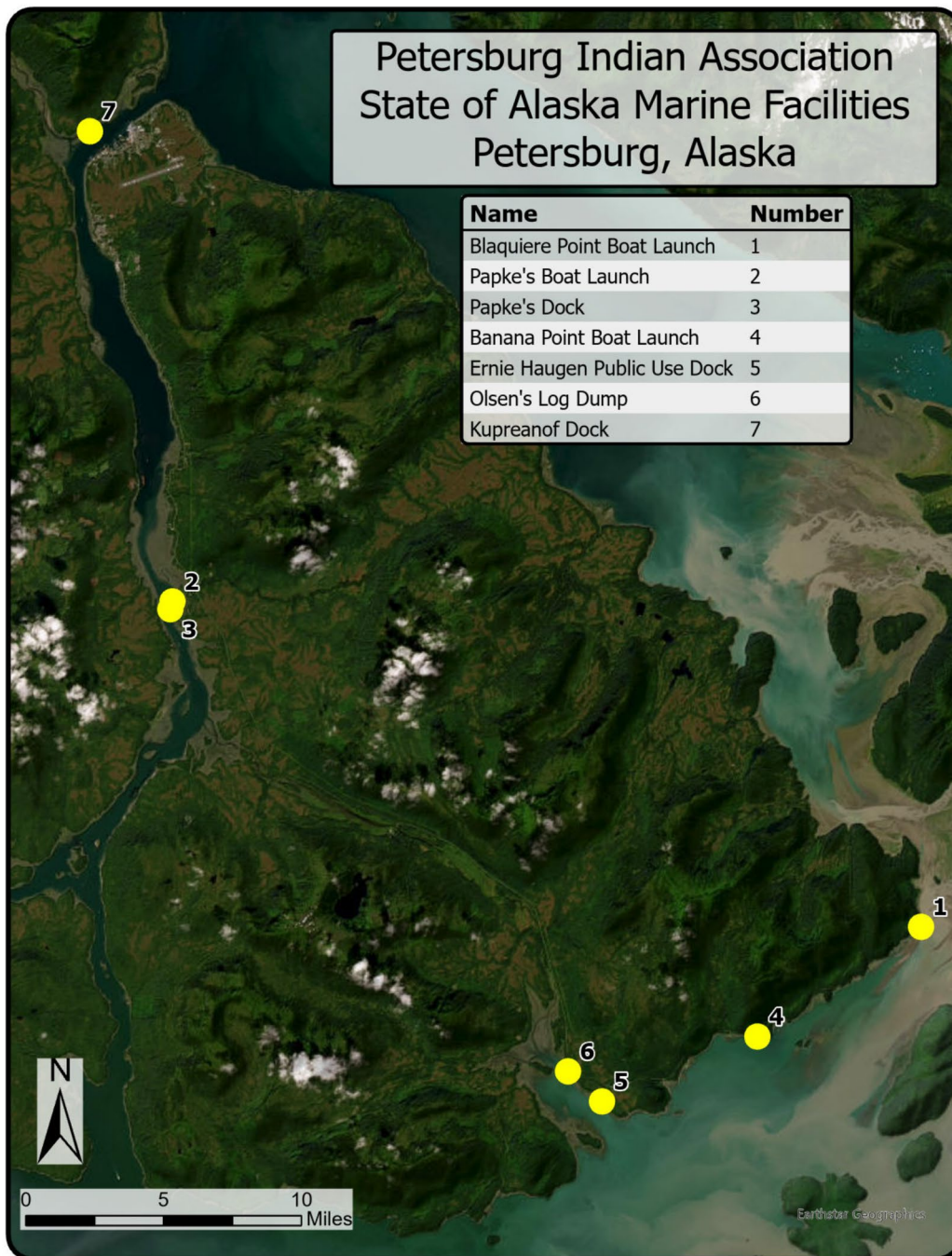
Table 4 Marine Facilities		
Facility	Ownership	Priority Need
1. North Harbor	Petersburg Borough	Yearly Maintenance w/parnter Petersburg Borough
2. Middle Harbor	Petersburg Borough	Yearly Maintenance w/parnter Petersburg Borough
3. South Harbor Crane Dock	Petersburg Borough	Yearly Maintenance w/parnter Petersburg Borough
4. South Harbor	Petersburg Borough	Yearly Maintenance w/parnter Petersburg Borough
5. Drive Down Dock	Petersburg Borough	Yearly Maintenance w/parnter Petersburg Borough
6. South Harbor Boat Launch	Petersburg Borough	Yearly Maintenance w/parnter Petersburg Borough
7. North Harbor Side Dock	Petersburg Borough	Yearly Maintenance w/parnter Petersburg Borough
8. Airport Turnaround Boat Launch Scow Bay	Petersburg Borough	Medium Construction Priority (5-10 years)
9. Tonka Dock	US Forest Service	Long Range Priority (10-20 years)
10. Thomas Bay Dock	US Forest Service	Long Range Priority (10-20 years)
11. Portage Bay Dock	US Forest Service	Long Range Priority (10-20 years)
12. Woodpecker Dock	US Forest Service	Long Range Priority (10-20 years)
13. Blaquiére Boat Launch	State of Alaska	Pursing inclusion in the NTTFI inventory
14. Banana Point Boat Launch	State of Alaska	Short Term Priority (0-5 years)
15. Olsen's Log Dump	State of Alaska	Long Range Priority (10-20 years)
16. Ernie Haugen Public Use Dock*	State of Alaska	Long Range Priority (10-20 years)
17. Papke's Boat Launch	State of Alaska	Short Term Priority (0-5 years)
18. Papke's Dock	State of Alaska	Short Term Priority (0-5 years)
19. Kupreanof Dock	State of Alaska	Long Range Priority (10-20 years)

Map 22 – Petersburg Borough Marine Facilities in PLA’s NTTFI



Map 23 – U.S Forest Service Marine Facilities in PIA’s NTTFI



Map 24 – State Marine Facilities in PIA's NTTFI

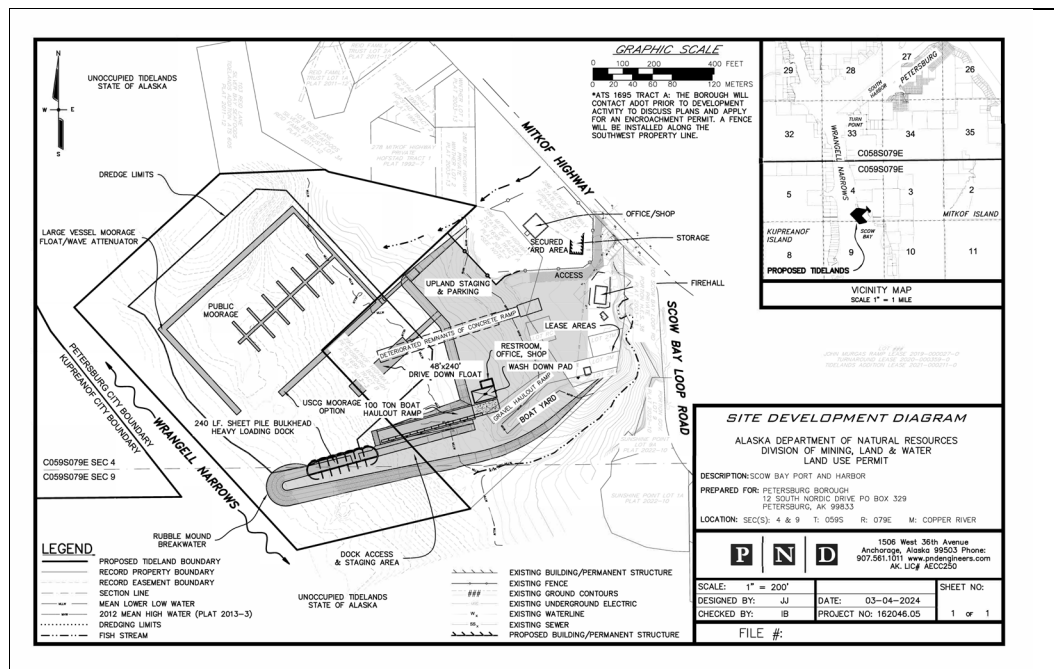
P) PROPOSED MARINE FACILITIES

➤ Proposed Project Banana Point Improvements

Estimated cost equals \$3,000,000

Banana Point is a State of Alaska-owned public access point approximately 28 miles from downtown Petersburg. The facility includes approximately 1/2 acre of parking area, a restroom, and a boat launch ramp with a floating pipe boom breakwater. Banana Point is an important facility for subsistence and sport fishing and hunting, recreation, access to national forest lands, and as part of an intermodal transportation system connecting Mitkof Island to the communities of Wrangell and Coffman Cove on Prince of Wales Island. Banana Point also serves as a departure point for tours and charters of the Stikine River. Presently (2025), the Petersburg Borough has a \$1,000,000 contract for replacing the floating pipe-boom breakwater. The next phase of improvements is replacing the outhouse, refurbishing the parking lot, and creating a docking float along the boat ramp, estimated to cost \$2,000,000.

Figure 2 – Proposed Banana Point Breakwater Improvements



➤ ***Proposed Project: Papke's Landing Reconstruction***

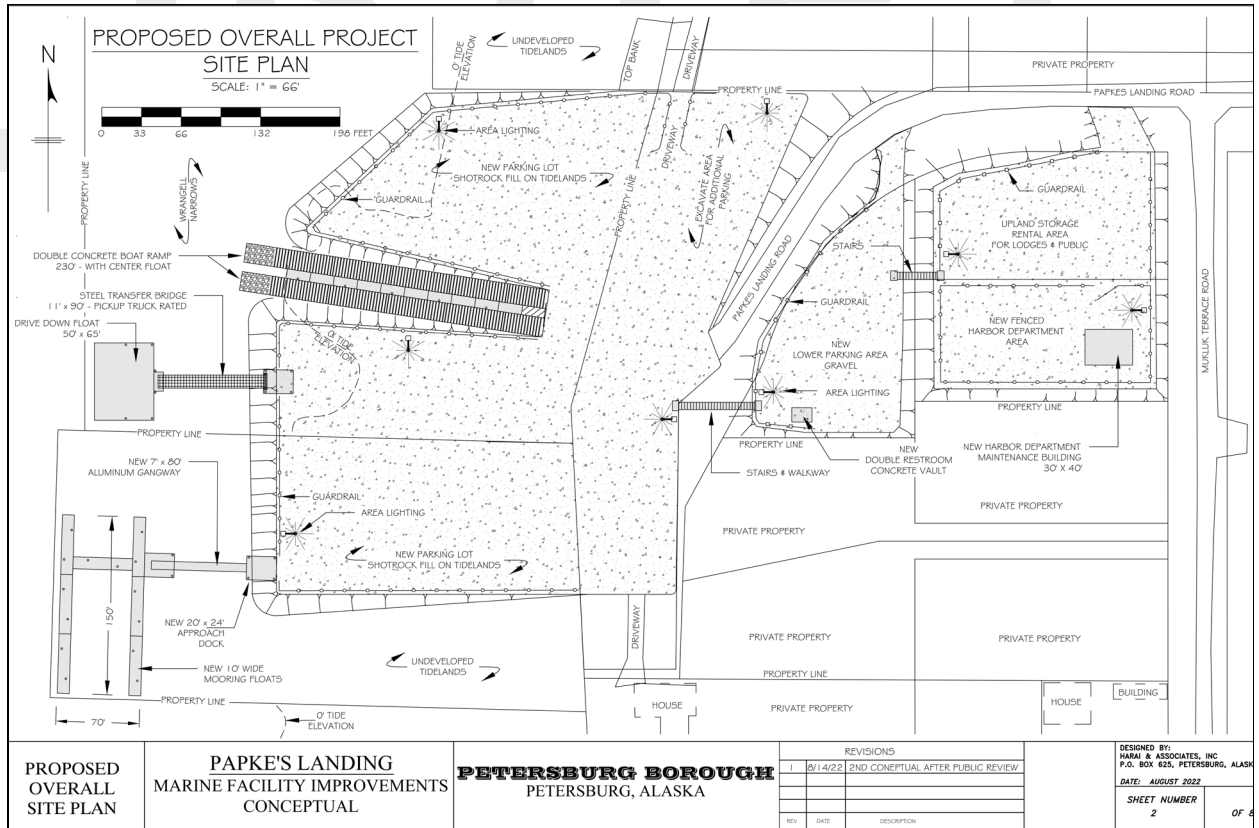
Estimated cost equals \$8,100,000

Papke's Landing is a State of Alaska-owned public access point approximately 10 miles south of Petersburg Harbor on the Mitkof highway. The Papke's Landing site is approximately 0.5 acres of upland parking with a small launch ramp and a 100-foot float on Wrangell Narrows. The launch ramp, owned by the Alaska State Department of Natural Resources (ADNR), is a log transfer ramp owned by the US Forest Service. The surrounding tideland of this ramp is designated a log storage site and is under US Forest Service lease. ADOT&PF owns the float. It is located further from the shore and is in poor condition. However, it is usable throughout the full tidal range. A 300-foot pedestrian trestle connects the Papke's Landing float to the shore. This trestle is generally in fair condition.

Papke's Landing is an important facility for subsistence and sport fishing, hunting, recreation, and tourism. It is the primary access for residents of the southern portion of Lindenberg Peninsula on Kupreanof Island to the Mitkof Island road system and downtown Petersburg amenities, including the airport, shopping, medical services, and post office. It is part of the multimodal transportation system connecting out-of-town visitors with three sport fishing lodges on Kupreanof Island.

Residents of Mitkof Island also use the facility to access private/public recreation cabins for general boating, sport fishing, and access to national forest lands. Commercial fishermen sometimes use the dock to tie up during closures rather than run their boats back to Petersburg harbor.

The facility is in poor condition and need of repair and ongoing maintenance. Presently (2025), there is a movement to upgrade and replace the entire marine facility. This project is estimated at a replacement cost of 8.1 million dollars for a complete replacement. However, this project can be done in segments for lesser amounts. Figure 3, on page 47, shows the conceptual design of improvements for Papke's Landing.

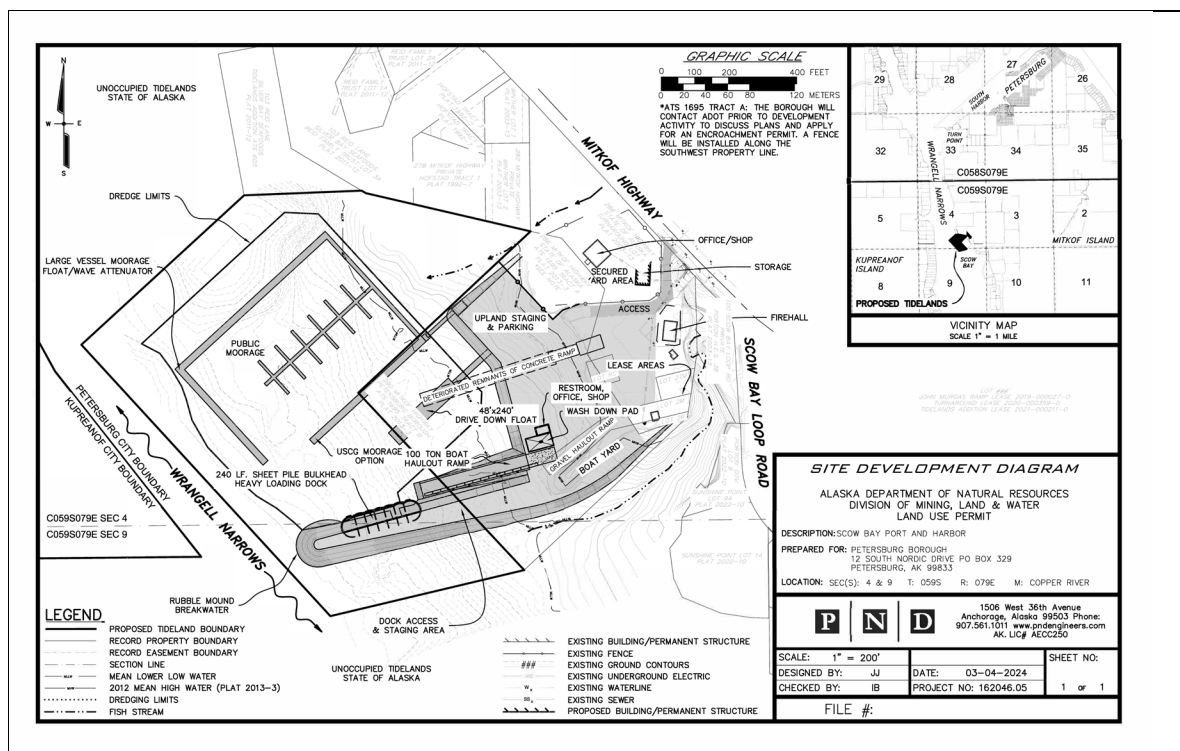
Figure 3 – Proposed Papkes Landing Improvements

➤ *Proposed Project: Scow Bay*

Estimated cost equals \$65,000,000

The existing Scow Bay area, known as the airport turnaround, is four acres of gravel uplands for storage with a shallow slope concrete ramp extending into the water. It is used for storage and boat haul on the shallow concrete ramp. Future Petersburg Borough plans are dredging a harbor basin, installing boat docks and floats, a large boat haul out, a drive-down dock, and a small boat launch ramp. Uplands will have facilities for boat wash down, restrooms, storage facilities, and harbor parking. Figure 4 shows the proposed Scow Bay Port and Harbor.

Figure 4 – Proposed Scow Bay Port and Harbor



Q) CAMPGROUNDS

PIA, the Alaska Department of Natural Resources, and the Petersburg Borough have partnered to rehabilitate the historic Greens Camp picnic area and campground, developing 30 campsites and helping to provide a vault toilet. Greens Camp accommodates the traveling public and tribal members by maintaining access and promoting tourism. It provides a valuable location for community members and visitors to visit and explore. All sites have recreational facilities such as fire pits, rest areas, and picnic tables.

R) REMOTE CABINS – TRANSPORTATION TERMINAL SAFETY FACILITY

Remote cabin facilities provide emergency safety shelters and recreation for water transportation users. The cabins around the Petersburg Indian Association's home area are usually the destination or end terminal of a boating trip. Petersburg Indian Association's home is on a collection of islands in the North Pacific Ocean of Southeastern Alaska. The area is remote, practically roadless, has extreme inclement weather, and relies heavily on boat transportation. Safety is a primary concern of PIA, especially when boating traffic is involved for its members and the public. Boating as a form of transportation is widely used in work and recreation. Table 5, page 50, lists the United States Forest Service cabins in PIA's NTTFI, and Map 23, page 51, shows the locations of the United States Forest Service Cabins. The USFS currently maintains these cabins.

PIA will establish a safety network of cabins in remote areas around its home territory. Most cabins on the islands' shorelines provide a haven for boating travelers stranded because of bad weather or mechanical troubles. These cabins become lifesavers when dire circumstances arise and the boating traveler needs shelter for the night before help arrives.

The US Forest Service and PIA would operate and maintain a system of remote cabins for recreation and, more importantly, double as safety cabins. PIA actively works with the Forest Service to assist with the maintenance and construction of these cabins. Maintenance generally involves minor structure repair, chimney cleaning, outhouse cleaning, and refilling the woodshed. Depending on the cabin's needs, PIA will take on an involved maintenance project such as cabin foundation design and repair. Cabins may require several yearly visits. This facet of PIA's Transportation Program builds good public relations for

the community and PIA members.

Table 5– Remote USFS Cabins, Transportation Terminal Safety in PIA’s NTTFI

Table 5 - Remote Cabins Transportation Terminal Safety Facilities		
	<i>Cabins</i>	<i>Service needed within the next 20 years</i>
1	West Point	none
2	Portage Bay	none
3	Raven Roost	none, New Cabin
4	DeBoer Lake	none
5	Spurt cove	none
6	Cascade Creek	Replacement, New Construction
7	Swan Lake	none
8	Beecher Pass	none
9	Harvey's Lake	Reconstruction 2025-2026
10	Mallard Slough	none
11	Petesburg Lake	none
12	Salt Chuck East	none
13	Warm Fish Lake	none

Map 25 - Remote USFS Cabins, Transportation Terminal Safety Facility



S) PROPOSED CABIN PROJECTS

➤ *Proposed Project: Mobile Cabin*

Estimated project cost equals \$500,000

This project would be partnered with the US Forest Service. The purpose would be to construct a recreation cabin (12' x 24') that could be moved to popular recreation sites around Mitkof Island for the public's use. The Forest Service would rent the cabin out to the public using their cabin reservation system.

Figure 5 – Mobile Cabin Example



Photo from Rich's Portable Cabins¹¹

T) TRANSIT

- ***Current Project: On-Demand Transit Bus Service for seniors and persons with physical disabilities***

Operating cost = \$100,000/year

Petersburg Indian Association Service provides door-to-door public transit service that is demand-responsive for seniors (age 60-plus) and for persons of any age with physical disabilities that keep them from driving.

Petersburg Indian Association's Transit Service is a 10-passenger transit bus (8-passenger, two wheelchairs) operating in the Petersburg Borough service area between Sandy Beach Park and the Beachcomber at Mitkof Highway at milepost 4; service provided is door-to-door, origin-to-destination, operating Monday through Friday from 8:30 a.m. to 6:00 p.m. and Sunday from 8:00 a.m. to 1:00 p.m. The estimated ridership of the transit bus is 50 people per day. (Number based on 2010 US Census Bureau Data of 261 persons over 65 in poverty)

Figure 6– Petersburg Indian Association On-Demand Transit Bus Service

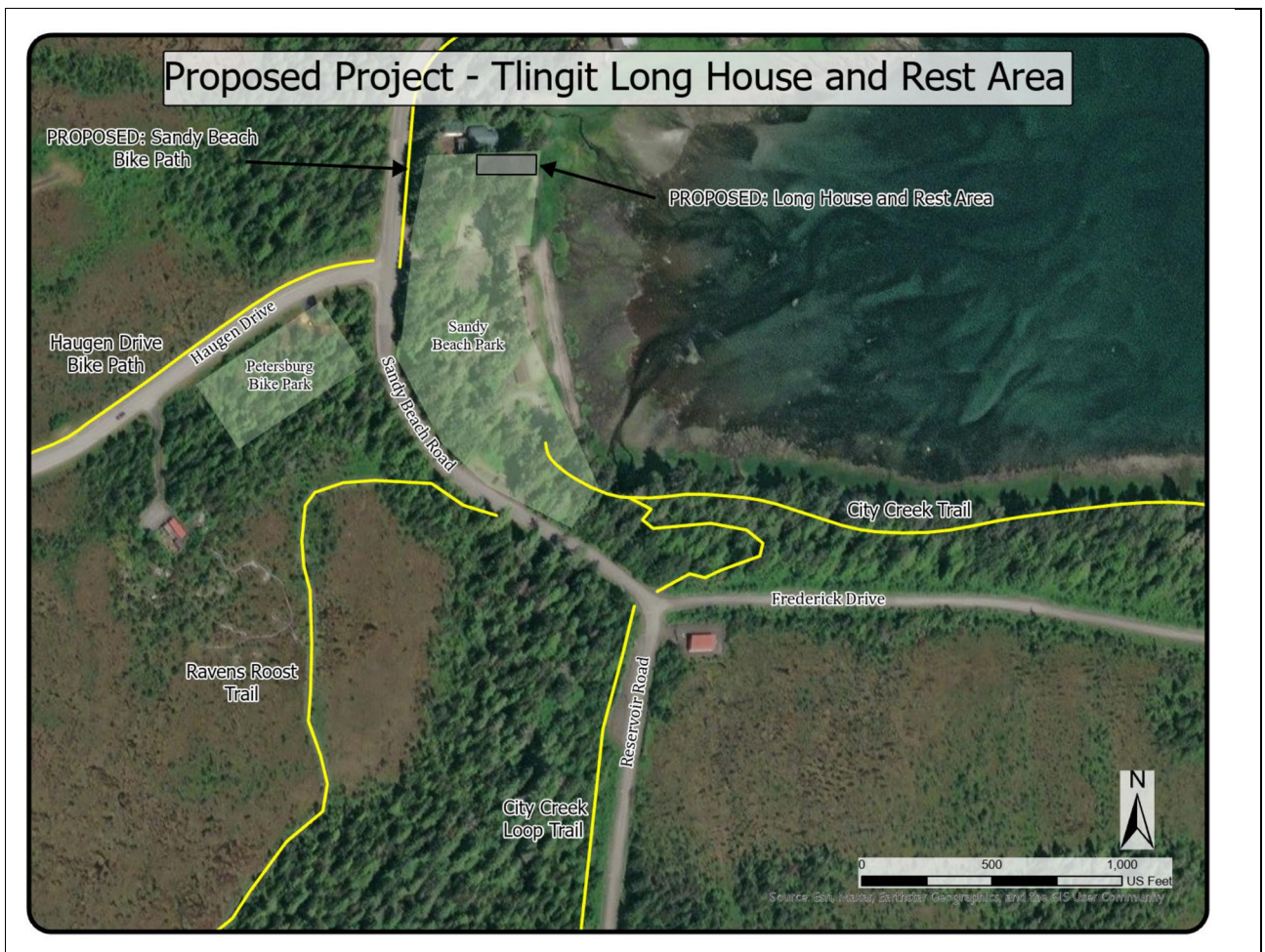


U) TRANSPORTATION HUB ~ TLINGIT LONG HOUSE & REST AREA

➤ Proposed Project: Tlingit Long House and Rest Area

Partnered with the Petersburg Borough, a Tlingit Long House and rest stop will be a transportation hub for bikers and pedestrians. Located at Sandy Beach Park, which intersects the Haugen Drive Bike Path, Raven Trail, City Creek Trail, the proposed Sandy Beach Bike Path, and the in-progress City Creek Loop Trail project, this gathering place would provide a rest stop, cultural displays, and place for events.

Map 26 – Tlingit Long House and Rest Area



V) ANNUAL MAINTENANCE

The PIA's road maintenance activities include routine maintenance of roads, trails, bridges, and facilities, as well as snow and ice removal, emergency maintenance, and program management. The PIA has an "in-house" maintenance crew that performs selected eligible maintenance activities on transportation facilities. Eligible maintenance activities are listed in 25 CFR 170 Appendix A to Subpart G¹².

➤ Current Project: Eagles Roost Stairway Maintenance

Estimated Cost: 100,000

This project consists of a staircase from North Nordic Drive at Eagles Roost Park to the Wrangell Narrows shore. The North Nordic Drive is a road in the 2023 Transportation Facility Agreement between the Petersburg Borough and the Petersburg Indian Association.

➤ Current Project: USFS 24-CS-11100500-010, Harvey Lake Cabin and Trail Improvements

Estimated Cost: \$328,477

This is a project with the US Forest Service. The project's purpose is to substantially improve the Harvey Lake Trail and Cabin, including the foundation's reconstruction, the deck's rebuilding, and conducting annual maintenance on the 0.7-mile trail/ cabin for 5 years. Harvey Lake Cabin is located on Harvey Lake, Petersburg Ranger District.

➤ Current Project: Mitkof Island Road Blading (bi-annual)

Estimated Cost: 47,000

This is a project with the US Forest Service. The project's purpose is to provide road maintenance, grading, and compacting for the National Forest System roads near Petersburg, Alaska.

➤ ***Current Project: Annual Trail Maintenance***

Estimated Cost: \$100,000

This project, partnered with the Petersburg Borough, includes but is not limited to brushing trails, blading gravel trails, repairing boardwalks, adding gravel material to build up the trail, and installing and maintaining trail signage, benches, and picnic tables.

➤ ***Proposed Project: Pedestrian Bridge on City Creek Trail***

Estimated Cost: \$100,000

This project, partnered with the Petersburg Borough, aims to make the City Creek Trail handicap accessible. A bouncy bridge prevents handicapped persons from crossing a creek, but an alternative bridge upstream will allow a bypass for those uneasy with the bouncy bridge crossing.

➤ ***Proposed Project: Annual Road Maintenance Snow Removal Mitkof Highway***

Estimated Cost: \$186,000

This project involves snow plowing from Blind Slough on Mitkof Highway to Banana Point Boat Launch in the winter. It requires an agreement with the Alaska Department of Transportation.

➤ ***Proposed Project: Cultural Significant Transportation Projects: crosswalks, bus stops, trash cans, benches, signage, street lighting, picnic areas, paths for Indigenous agriculture, and guardrails***

Estimated cost: >\$2,000, depending on the scope of the project

Tlingit signs (wayfinding and Indigenous agriculture), bus stops, benches, lighting, trash cans, guardrails, picnic areas, paths for Indigenous agriculture, and crosswalks are projects that have opportunities to share the Tlingit Culture. These projects are smaller-cost projects ranging from \$2,000 up, depending on the project. All projects have a Tlingit motif.

Maintenance Activities eligible for PIA's Maintenance Program.

The list is not all-inclusive.

1. Pedestrian trail maintenance.
2. Cleaning and repairing ditches and culverts.
3. Stabilizing, removing, and controlling slides, drift sand, mud, ice, snow, and other impediments.
4. Adding additional culverts to prevent roadway and adjoining property damage.
5. Repairing, replacing, or installing traffic control devices, guardrails, and other features necessary to control traffic and protect the road and the traveling public.
6. Removing roadway hazards.
7. Repairing or developing stable road embankments.
8. Repairing parking facilities and appurtenances such as striping, lights, curbs, etc.
9. Repairing transit facilities and appurtenances such as bus shelters, striping, sidewalks, etc.
10. Training maintenance personnel.
11. Administering the BIA Transportation Facility Maintenance Program.
12. Performing environmental/archeological mitigation associated with transportation facility maintenance.
13. Leasing, renting, or purchasing of maintenance equipment.
14. Paying utilities costs for roadway lighting and traffic signals.
15. Purchasing maintenance materials.

16. Developing, implementing, and maintaining a TTP Transportation Facility Maintenance Management System (TFMMS).
17. Performing pavement maintenance such as pothole patching, crack sealing, chip sealing, surface rejuvenation, and thin overlays (less than 1 inch).
18. Performing erosion control.
19. Controlling roadway dust.
20. Re-graveling roads.
21. Controlling vegetation through mowing, noxious weed control, trimming, etc.
22. Making bridge repairs.
23. Paying the cost of closing transportation facilities due to safety or other concerns.
24. Maintaining airport runways, heliport pads, and public access roads.
25. Maintaining and operating BIA public ferry boats.
26. Making highway alignment changes for safety reasons. These changes require prior notice to the Secretary.
27. Making temporary highway alignment or relocation changes for emergency reasons.
28. Maintaining other TTP intermodal transportation facilities provided a properly executed agreement with the owning public authority within available funding.

W) PLA's Tribal Transportation Improvement Program (TTIP) Priority List

The TTP transportation planning process requires the Tribe to develop a TTIP. The TTIP lists fiscally constrained transportation projects and activities eligible for TTP funding for 4 years. These projects and activities must be included on an approved TIP before the expenditure of TTP funds (25 CFR § 170.204). The TTIP must be updated every 4 years (23 USC 134(j)(1(D))); however, to better align with changing priorities, it is recommended that Tribes review and update their TTIP every year (170.421(a)(3)). TTP funds can be withheld if a TTIP is out of the 4-year compliance. As described in the Tribal Transportation Program Agreement, FHWA approves the TTIP developed by the Tribe, and the Tribe implements the projects and activities from the FHWA-approved TTIP.²

Table 6 - Transportation Priority List

Table 6 - Transportation Priority List 2024 - 2027			
	Project	Cost	Year
1	HIP Support Funds - Maintenance Harvey Lake Cabin	\$257,517	2024
2	Tribal Transportation Program Administration	\$80,000	2024
3	Annual Maintenance: Petersburg Borough & US Forest Service Transportation Facilities	\$169,300	2024
4	Tribal Transportation Program Planning	\$80,869	2024
5	Transit Service	\$100,000	2024
6	Preliminary Engineering City Creek Loop Trail	\$60,000	2024
7	Construction City Creek Loop Trail	\$220,000	2024
8	TTP Safety Plan	\$2,500	2024
9	Tribal Transportation Program Administration	\$80,000	2025
10	Annual Maintenance: Petersburg Borough & US Forest Service Transportation Facilities	\$125,000	2025
11	Tribal Transportation Program Planning	\$80,869	2025
12	Transit Service	\$100,000	2025
13	Preliminary Engineering Wrangell/Balder Steet Sidewalk	\$100,000	2025
14	Construction Wrangell/Balder Street Sidewalk	\$226,121	2025
15	Tribal Transportation Program Administration	\$80,000	2026
16	Annual Maintenance: Petersburg Borough & US Forest Service Transportation Facilities	\$175,000	2026
17	Tribal Transportation Program Planning	\$80,869	2026
18	Transit Service	\$100,000	2026
19	Construction Wrangell/Balder Street Sidewalk	\$276,121	2026
20	Tribal Transportation Program Administration	\$80,000	2027
21	Annual Maintenance: Petersburg Borough & US Forest Service Transportation Facilities	\$125,000	2027
22	Tribal Transportation Program Planning	\$80,869	2027
23	Transit Service	\$200,000	2027
24	Construction Wrangell/Balder Street Sidewalk	\$226,121	2027
Total Funding Prioritized		\$3,106,156	

X) AUTHORITY, REGULATIONS AND PROGRAM STANDARDS

The Tribe certifies they will meet all applicable health, safety, and labor standards related to the administration, planning, engineering, and construction activities performed.

Below is a list of some respective regulations related to the implementation and oversight of the Tribal Transportation Program:

- 23 CFR 625 – Design Standards for Highways
- 23 CFR 630 – Preconstruction Procedures
- 23 CFR 650 – Bridges, Structures, and Hydraulics
- 23 CFR 661 – Indian Reservation Road Bridge Program
- 23 CFR 710 – Right-of-Way
- 23 CFR 771 – Environmental Impact and Related Procedures
- 25 CFR 170 – Indian Reservation Roads Program
- 29 CFR 1910 – Occupational Safety and Health Standards
- BIA NEPA
- Government Performance and Results Act

Y) REFERENCES

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