



**Native Village of Eyak
Cordova Alaska
Reservation #E001148**

**Long Range Transportation Plan
Tribal Transportation Program**

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The Native Village of Eyak

The Native Village of Eyak (NVE) is a federally recognized tribe and sovereign government with 576 enrolled members. The external boundaries of the jurisdiction of NVE are around the external boundaries of ANCSA selected land. The southern boundary is the border between the Chugach Region and the Sealaska Region, the eastern boundary is the Chugach/Ahtna border, the northern boundary is the location of lands selected by the Tatitlek Corporation and the western boundary is 200 miles to seaward on the outer continental shelf. The organization of NVE is a team-based flat organization style. Council and member involvement in decision-making is strongly encouraged and facilitated by monthly meetings and frequent community gatherings.

NVE is professionally managed by an executive director who works closely with the council. Currently there is a staff of over twenty that are involved in all aspects of government and program functions including; transportation, housing, health and human services, and environmental. The NVE Tribal Council has a five member governing council that provides direction to the staff and represents the interests of the Village members who elect them. The members have an open election using secret ballots that elect council members. Elected council seats are on two-year terms and terms are staggered.

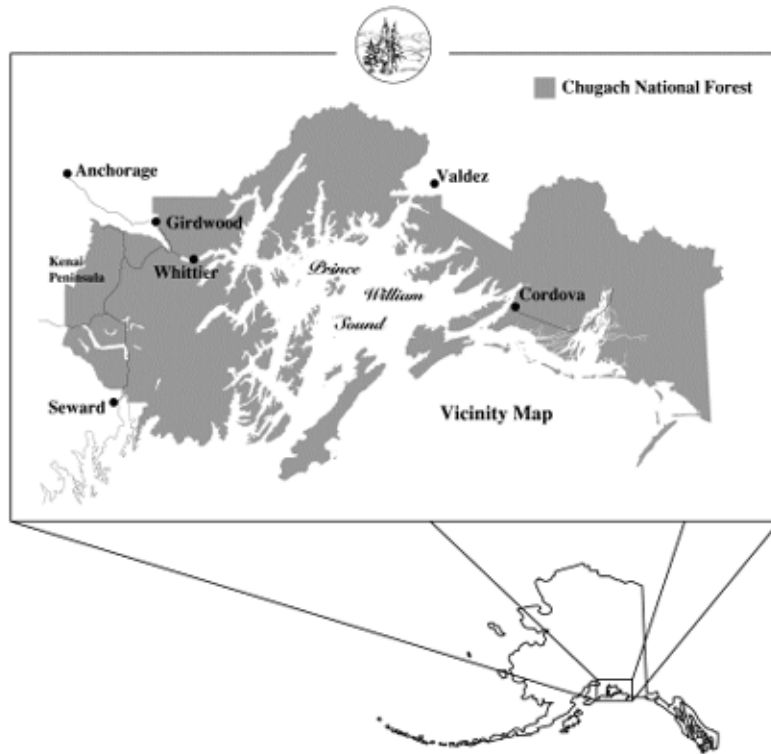
The President of the Council is elected by the governing council annually. The President is heavily involved in the operation of the Council and all the interests involved with NVE. Representation of members is based on being elected by the Eyak, Aleut, Tlingit and other Alaska Native/American Indian descent members of NVE. NVE's Traditional Council is a tribal government that promotes self-determination to NVE tribal members. The Tribe operates in a way that is acceptable to Alaska Native cultural values and traditions in order to enhance the well-being of our People both physically and spiritually. The Tribal Council seeks ways to enrich tribal living through community-operated tribal programs and self-determination opportunities.

Transportation Program

Transportation has, is and will continue to be an important factor to NVE. The mission of our transportation program is to provide safe, reliable and efficient transportation for our community, keeping Tribal Citizens, and the public, safe and secure, increasing their mobility, and contributing to the area's economic growth. The construction of new routes and maintenance of existing ones is important for reasons of safety, subsistence, and sustainability. The goal of this long range transportation plan is to ensure that the values held by NVE continue to be met into the future. This approach encompasses the idea of mitigating potential threats to the environment and planning ahead to secure the future success of NVE, Cordova, and the Prince William Sound Region. Striving towards safer and more efficient transportation modes and methods, the transportation program is committed to providing opportunities for growth and development while at the same time maintaining the traditional values of NVE and utilizing the resources at hand in a conscientious manner.

The Transportation Program is funded directly by the Federal Highway Administration's (FHWA) Tribal Transportation Program (TTP) under MAP-21 (Moving Ahead for Progress in the 21st Century). With this program, the tribal government is required to comply with applicable provisions of Title 23 of the United States Code, 25 CFR Part 170 and the terms of the tribe's FHWA Program Agreement. A key element of the TTP is that while the tribe works directly with FHWA, the tribe and FHWA will continue to work with and involve the Bureau of Indian Affairs (BIA) and other agencies, including the State of Alaska, in the administration of the program.

Major components of the TTP include; the annual updating of the roads inventory, maintaining a Long Range Transportation Plan (LRTP), and the Tribal Transportation Improvement Program (TTIP). The TTIP's purpose is to help tribes plan and implement projects in their inventory and LRTP in a financially responsible manner. Prior to submitting the TTIP, LRTP and inventory to FHWA, the public must be allowed the opportunity to review and comment on it.



Location, Physical Setting, and Climate

Population of Cordova: 2,239 (2010 Census)

Incorporation Type: Home Rule City

Borough: Unorganized

Cordova is located at the southeastern end of Prince William Sound on Orca Inlet, near the Gulf of Alaska. The community is accessible only by plane or boat. To the north and east of Cordova are the Chugach Mountains. The coastline of Prince William Sound is deeply indented by drowned glacial valleys and there are numerous islands, particularly in the more westerly portions of the Sound. The community was built on Orca Inlet, at the base of Mt. Eyak. It lies 52 air miles southeast of Valdez and 150 air miles southeast of Anchorage. It lies at approximately 60.542780° North Latitude and -145.7575° West Longitude. (Sec. 28, T015S,

R003W, Copper River Meridian.) Cordova is located in the Cordova Recording District. The area encompasses 61.4 sq. miles of land and 14.3 sq. miles of water. Cordova is the nearest community to the mouth of the Copper River, a vast and important source of resources and opportunities that has been used by inhabitants in the area for thousands of years. Winter temperatures average from 17 to 28 degrees Fahrenheit. Summer temperatures average from 49 to 63 degrees Fahrenheit. Annual precipitation is 167 inches, and average snowfall is 80 inches.

History & Demographics

Orca Inlet was originally named "Puerto Cordova" by Don Salvador Fidalgo in 1790. The town of Cordova was named in 1906 by Michael Heney, builder of the Copper River and Northwestern Railroad, and the city was formed in 1909. Cordova became the railroad terminus and ocean shipping port for copper ore from the Kennecott Mine up the Copper River. The first trainload of ore was loaded onto the steamship "Northwestern," bound for a smelter in Tacoma, Washington in April 1911. The Bonanza-Kennecott Mines operated until 1938 and yielded over \$200 million in copper, silver and gold. After the mines up the Copper River were closed, the railway was converted to road which became the Copper River Highway.

The largest earthquake ever recorded in North America, rated at 9.2 on the Richter scale, was centered only 150 miles west of Cordova. It struck at 5:36 P.M. on March 27, 1964, causing 115 deaths in Alaska alone, 106 of them attributable to the ensuing tsunamis. The quake damaged the so-called Million Dollar Bridge, built across the Copper River in 1908, at the then exorbitant cost of about \$1.5 million, for the transport of copper ore by rail to Cordova. The quake also lifted the entire Copper River delta between six and twelve feet, elevating large zones of brackish marshes above the influence of the tides. This uplift was largely responsible for the loss of the clamming industry in Cordova. Fishing became the economic base for the area.

In March 1989, the Exxon Valdez oil tanker ran aground on Bligh Reef northwest of Cordova causing one of the most devastating environmental disasters in North America. The Exxon Valdez oil spill severely affected the area's salmon and herring populations, leading to a recession of the local fishing-reliant economy as well as disrupting the general ecology of the area.

The population of the community consists of 15% Alaska Native or part Native. Commercial fishing and subsistence are central to the community's culture. During the 2010 U.S. Census, total housing units numbered 1,099, and vacant housing units numbered 178. Vacant housing units used only seasonally numbered 72. The 2005-2009 American Community Survey (ACS) estimated 1,181 residents as employed. The public sector employed 33.4% of all workers. The local unemployment rate was 13.2%. The percentage of workers not in the labor force was 33.6%. The ACS surveys established that average median household income (in 2009 inflation-adjusted dollars) was \$64,219. The per capita income (in 2009 inflation-adjusted dollars) was \$28,454. About 3.8% of all residents had incomes below the poverty level.

Economy and Transportation

Cordova supports a large fishing fleet and several fish processing plants. 343 residents hold commercial fishing permits, and nearly half of all households have someone working in commercial harvesting or processing. Copper River red salmon, pink salmon, herring, halibut, bottom fish and other fisheries are harvested. The largest employers are Trident Seafoods, Inc., Cordova School District, Cordova Hospital, the City, and the State Department of Transportation. The U.S. Forest Service and the U.S. Coast Guard maintain personnel in Cordova.

Cordova is linked directly to the North Pacific shipping lanes through the Gulf of Alaska. It receives year-round barge services and State Ferry service. The Merle K. "Mudhole" Smith Airport at mile 13 is State-owned and operated, with a 7,499' long by 150' wide asphalt runway and 1,875' long by 30' wide gravel crosswind runway. The State-owned and City-operated Cordova Municipal Airport has a 1,800' long by 60' wide gravel runway. Daily scheduled jet flights and air taxis are available. Float planes land at the Eyak Lake seaplane base or the boat harbor. Harbor facilities include a breakwater, dock, and small boat harbor with 850 berths, boat launch, boat haul-out, a ferry terminal, and marine repair services. The 48-mile Copper River Highway, recently named a State Scenic Byway, is a paved and gravel road providing access to the Copper River Delta to

the east.

Vegetation and Wildlife

Cordova is surrounded by the northernmost reaches of the Pacific temperate rainforest. The timber in this area is characterized by mixed stands of Sitka spruce and western hemlock, with minor amounts of mountain hemlock, yellow cedar, and black cottonwood. Pure Sitka spruce stands usually occur only along river banks, although this species does dominate stands on the glacial flats in the Copper, Martin, and Bering River valleys.

The Copper River Delta flats are a vast tidal marsh with a vegetation cover of salt and freshwater marsh grass and grass-like plants, willow and alder, and a few scattered stands of Sitka spruce and cottonwood. This is a major resting, feeding, and nesting area for migratory birds in the Pacific flyway. Every spring, as many as 5 million shorebirds migrate through the area, drawing hundreds of bird enthusiasts. The 330,000 acre Copper River Delta Game Management Area was jointly established by the U.S. Forest Service and the Alaska Department of Fish and Game in 1962. The Copper River Game Management Area is now approximately 700,000 acres and managed jointly by the U.S. Forest Service, Alaska Departments of Fish and Game and Natural Resources, U.S. Fish and Wildlife Service, and Bureau of Land Management. It is now designated a State Critical Habitat Area.

The Copper River Delta is managed primarily for the protection and enhancement of wildlife, fish and their habitat. The productivity of waterfowl habitat in the area was greatly reduced by the 1964 earthquake which uplifted the beach by about six feet and converted productive brackish ponds into infertile freshwater ponds. To some extent, this loss has been offset by the uplifting of islands and sandbars and their subsequent conversion to prime wildlife habitat. Big game animals in the Cordova area include black and brown bear, mountain goat, deer, and moose. Furbearers are plentiful in the area and resident populations include wolf, wolverine, lynx, beaver, mink, muskrat, marten, land otter and coyote.

While a number of big game hunters are attracted to Cordova, the area is best known for its waterfowl and bird resources. The largest known concentrations of trumpeter swans in North

America nest here, as well as 15,000 to 20,000 Dusky Canada Geese and a variety of ducks, geese, cranes, shore birds, hawks, owls and falcons. Bald eagles are also numerous and there are significant numbers of resident eagles that make their homes within or close to the city limits. Sea lion, sea otter, and seal inhabit coastal areas in the vicinity of Cordova. The Copper, Bering, and Eyak River systems contain large king, red, and Coho salmon populations which are harvested by both commercial and sport fishermen. The Eyak River red and Coho salmon runs and several small trout lakes on the Delta are especially popular with local sport fishermen. The waters of Prince William Sound provide excellent fishing opportunities for salmon, rockfish, and halibut. Clam digging, though diminishing, is a popular recreational activity for many local residents.

The Copper River

The Copper River is 287 miles long, the tenth largest in the US. It drains a total of 24,000 square miles, an area the size of West Virginia. The river has 13 major tributaries and runs at an average of 7 miles per hour. The river drains from the interior of the state down into the coastal region where it meets the sea near Cordova. The river is over a mile wide at the Copper River Delta, an area encompassing 700,000 acres and the largest contiguous wetland on the Pacific Coast of North America. The Copper River is a major waterway for annual salmon migration and historically was used as trading and subsistence access for native groups inland and on the coast.

Existing Transportation System

Cordova's existing transportation system is limited by its isolation and setting. The majority of roads in the area are owned by the city, state or federal government. The existing road system consists of municipal roads through town as well as the Copper River Highway which terminates at Mile 48. However, the highway is currently closed at Mile 36 due to high flows of the river undermining the integrity of a bridge. This issue is being evaluated by the state DOT.

NVE's major transportation needs include:

- Better access to areas for home building
- Assured access to subsistence and recreation areas

- Increased oil spill response capabilities
- In addition to these needs, there is a constant effort to update the condition of current routes in the inventory and to maintain those routes that NVE is responsible for

Housing

NVE is working with the Eyak Corporation, formed in 1973 as a for-profit corporation under Alaska law pursuant to the Alaska Native Claims Settlement Act (ANCSA), to develop roads for a subdivision at Hartney Bay, five miles southwest of town, to alleviate the lack of land currently available to build homes on. This project will provide landowners access to lots that are presently unreachable due to limited access roads within the planned subdivision. The routes involved are: Route #0004 (Whitshed Extension), #0003 (Hartney Bay S.L.U.P), #0005-0025 (Hartney Bay Subdivision #2-22).

Subsistence and Recreation

Subsistence is a large part of NVE's member's lives and access to subsistence areas is very important. This includes areas used for hunting, fishing, and berry picking. The Transportation Program works with state and federal agencies to enhance and maintain access to historic subsistence areas as well as areas used for recreation. Surrounding Cordova is an extensive trail and easement network that is used for both purposes and is partially maintained by NVE.

Oil Spill Response

As stated earlier, Cordova is near the epicenter of one of the largest oil spills in US history. The impacts of the Exxon Valdez spill are still being felt by NVE members and the community of Cordova. NVE is committed to providing the best and most comprehensive oil spill capabilities, should a similar disaster occur. To this end, NVE is working to construct a deep water port that will enhance Cordova's oil spill response by providing all-tide access to deep draft vessels that could be crucial to the containment and clean-up of a large scale oil spill. The deep water port will be located four miles north of Cordova at Shepard Point and will require an access road to the proposed site. This project holds huge significance for NVE's members and is a high priority of the Transportation Program. The routes involved are: #0001 (Shepard Point Road), #0002 (Shepard Point Staging Area), #0026 (Shepard Point Deepwater Port).

Appendix B

Priority List

High Priority

<u>Route #</u>	<u>Route Name</u>
Route # 0001	Shepard Point Road (5 sections)
Route # 0002	Shepard Point Staging Area
Route # 0003	Hartney Bay S.L.U.P.
Route # 0004	Whitshed Road Extension
Route # 0005	Hartney Bay Subdivision #2
Route # 0006	Hartney Bay Subdivision #3
Route # 0007	Hartney Bay Subdivision #4
Route # 0008	Hartney Bay Subdivision #5
Route # 0009	Hartney Bay Subdivision #6
Route # 0010	Hartney Bay Subdivision #7
Route # 0011	Hartney Bay Subdivision #8
Route # 0012	Hartney Bay Subdivision #9
Route # 0013	Hartney Bay Subdivision #10
Route # 0014	Hartney Bay Subdivision #11
Route # 0015	Hartney Bay Subdivision #12
Route # 0016	Hartney Bay Subdivision #13
Route # 0017	Hartney Bay Subdivision #14
Route # 0018	Hartney Bay Subdivision #15
Route # 0019	Hartney Bay Subdivision #16
Route # 0020	Hartney Bay Subdivision #17
Route # 0021	Hartney Bay Subdivision #18
Route # 0022	Hartney Bay Subdivision #19
Route # 0023	Hartney Bay Subdivision #20
Route # 0024	Hartney Bay Subdivision #21
Route # 0025	Hartney Bay Subdivision #22
Route # 0026	Shepard Point Deepwater Port
Route # 0028	Carbon Mountain Access Road
Route # 0029	Nelson Bay Road(5 sections)
Route # 0030	Copper River Trail 49 mile to 92.5 mile
Route # 0115	Copper River Hwy 0-49
Route # 0116	Icy Bay Road

High Priority

<u>Route #</u>	<u>Route Name</u>
Route # 0117	Baird Camp Access Road
Route # 0118	Yakataga Highway
Route # 0119	27 Mile Boat Ramp
Route # 0120	49 Mile Boat Ramp
Route # 0126	Nelson Bay Logging Roads
Route# 0121	Power Creek Road
Route # 0122	Simpson Bay Logging Road
Route # 0127	Council Avenue
Route # 0127	Council Avenue
Route # 0128	Rail Road Avenue
Route # 0129	Nicholoff Way
Route # 0130	Second Street (CRH-Davis)
Route # 0130	Second Street (CRH-south)
Route # 0131	Breakwater Avenue
Route # 0132	Chase Avenue
Route # 0133	Lefevre Street
Route # 0134	Browning Avenue
Route # 0135	Adams Avenue
Route # 0136	Davis Avenue
Route # 0137	Harbor Loop Road
Route # 0138	Fourth Street
Route # 0139	Sawmill Avenue
Route # 0140	South First Street
Route # 0141	Sorrel Way
Route # 0142	Seafood Lane
Route # 0143	Water Street
Route # 0144	4.5 Mile Road
Route # 0145	Seventh Street
Route # 0146	Sedge Way
Route # 0147	Sixth Street

Medium Priority

<u>Route #</u>	<u>Route Name</u>
Route # 0031	Sheridan Lake Road (2 sections)
Route # 0032	Cleave Creek Trail
Route # 0037	Wernicke River Trail
Route # 0038	Baird Canyon Trail
Route # 0039	North Childs Glacier Trail
Route # 0040	Miles Lake Trail
Route # 0041	North Goodwin Trail
Route # 0042	Alaganik Board Walk Trail
Route # 0044	Allen Glacier Trail
Route # 0045	Beach River Trail
Route # 0047	Box Point Trail
Route # 0048	Canoe Creek Trail
Route # 0050	Childs Glacier South Trail
Route # 0051	Childs Glacier Trail
Route # 0052	Comfort Cove Trail
Route # 0054	Crater Lake Trail
Route # 0055	Deer Trail
Route # 0057	Eyak Lake Middle Arm Trail
Route # 0058	Eyak Lake South Arm Trail
Route # 0059	Eyak River Trail
Route # 0060	Fidalgo-Gravina Trail
Route # 0070	Goat Mountain Trail
Route # 0071	Goat Mountain Trail
Route # 0072	Gravel Road Trail
Route # 0073	Grinnell Glacier Trail
Route # 0074	Haystack Trail
Route # 0075	Heney Ridge Trail
Route # 0076	Hidden Cove Trail
Route # 0077	Ibeck Creek Trail
Route # 0078	Ibeck Slough East Trail
Route # 0080	Lake Elsner Trail
Route # 0168	Center Circle
Route # 0175	Haida Lane
Route # 0176	Marine Way
Route # 0177	Crest Circle
Route # 0178	Sea Gull Avenue
Route # 0179	Barnacle Boulevard
Route # 0180	Five Mile Loop Road
Route # 0181	Boat Dock Road
Route # 0182	Ninth Street
Route # 0185	Sawmill Bay Road
Route # 0186	Boardwalk Way
Route # 0187	Wolf Hill
Route # 0188	Ingress Street
Route # 0190	Orca Circle
Route # 0191	Bluff Trail
Route # 0193	Ginko Drive

Medium Priority

<u>Route #</u>	<u>Route Name</u>
Route # 0081	Lydic Slough Trail
Route # 0082	Makaka Lake Trail
Route # 0084	McKinley Lake Trail
Route # 0085	Milton Lake Trail
Route # 0086	Montague Ridge Trail
Route # 0087	Muskeg Meander Ski Trail
Route # 0089	Olsen Bay Trail
Route # 0090	Patton Bay Trail
Route # 0091	Patton River Trail
Route # 0092	Pipeline Lakes Trail
Route # 0093	Power Creek Trail
Route # 0094	Power Creek Trail #2
Route # 0095	Raging Creek Trail
Route # 0096	Robinson Falls Trail
Route # 0148	Sweetbrier Avenue
Route # 0149	Fisherman Avenue
Route # 0151	South Orca Street
Route # 0153	Industry Road
Route # 0154	Center Drive
Route # 0155	Whiskey Ridge Road
Route # 0162	East Henrichs Loop Road
Route # 0163	Young Drive
Route # 0164	Alder Way
Route # 0165	Cedar Street
Route # 0194	Gandil Drive
Route # 0195	Federal Avenue
Route # 0196	Meals Reservoir Road
Route # 0197	Forestry Way

Low Priority

<u>Route #</u>	<u>Route Name</u>
Route # 0097	Rude River North Trail
Route # 0098	Rude River South Trail
Route # 0099	Saddlebag Glacier Trail
Route # 0103	Scott River North East Trail
Route # 0104	Scott River Southeast Trail
Route # 0105	Scott River Southwest Trail
Route # 0106	Shepard Point Trail
Route # 0107	Sheridan Glacier Face Trail
Route # 0108	Sheridan Mountain Trail
Route # 0109	Simpson Bay North Trail
Route # 0110	Simpson Bay South Trail
Route # 0119	27 Mile Boat Ramp
Route # 0127	Council Avenue
Route # 0128	Rail Road Avenue
Route # 0130	Second Street (CRH-Davis)
Route # 0130	Second Street (CRH-south)
Route # 0135	Adams Avenue
Route # 0136	Davis Avenue
Route # 0138	Fourth Street
Route # 0142	Seafood Lane
Route # 0143	Water Street
Route # 0144	4.5 Mile Road
Route # 0150	Third Street(Lake-Adams)
Route # 0156	Saddle Point Drive
Route # 0157	Birch Street
Route # 0158	Highland Drive
Route # 0159	Mt. Eccles Street
Route # 0160	Lake View Drive
Route # 0161	Eyak Drive
Route # 0166	Spruce Street
Route # 0167	Railroad Row
Route # 0211	E - Float
Route # 0212	G - Float
Route # 0213	H - Float
Route # 0214	I - Float
Route # 0215	J - Float
Route # 0216	K - Float
Route # 0217	L - Float
Route # 0218	City Airstrip
Route # 0219	State Airstrip
Route # 0220	Point Whitshed Road
Route # 0221	Lake Avenue

Low Priority

<u>Route #</u>	<u>Route Name</u>
Route # 0169	Pipe Street
Route # 0170	Ski Hill Road
Route # 0171	Observation Avenue
Route # 0172	Woodland Drive
Route # 0173	Olsen Drive
Route # 0174	Prince William Marina Road
Route # 0183	Eight Street
Route # 0184	Fifth Street
Route # 0189	Orca Inlet Drive
Route # 0198	Alaganik Road
Route # 0199	Humpback Ridge Access Road
Route # 0200	Henrichs Alley
Route # 0201	Alaganik Slough Trail
Route # 0202	Black Sheep Drive
Route # 0203	Forest Way
Route # 0204	Eyak Avenue
Route # 0124	14 Mile Village Road
Route # 0205	Cabin Lake Road
Route # 0205	Cabin Lake Road
Route # 0206	New England Cannery Road
Route # 0207	A - Float
Route # 0208	B - Float
Route # 0209	C - Float
Route # 0210	D - Float