

# Copper Valley Long-Range Transportation Plan

PREPARED BY COPPER RIVER VALLEY REGIONAL PLANNING  
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**Figure 1.** Spring blading at Mentasta Spur MP 5.

Photo courtesy of Jason Breivogel, Alaska DOT&PF

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# Executive Summary

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## Introduction

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The Copper River Valley Regional Planning Organization (CRV-RPO) was established in 2022 as Alaska's first RPO. CRV-RPO is a committee of the Copper Valley Development Association (CVDA), which also acts as its fiscal sponsor. The intent of the Alaska Department of Transportation & Public Facilities' (DOT&PF's) RPO program is for RPOs to work with local communities to "fine-tune transportation planning to meet the needs of local stakeholders."<sup>1</sup> To this end, CRV-RPO has prepared its first long-range transportation plan (LRTP), reflecting feedback received from community members and stakeholders.

## Plan Purpose & Scope

This plan has two primary purposes:

- 1) formally communicate regional priorities to Alaska DOT&PF, and
- 2) provide guidance to CRV-RPO about where and how it can focus its efforts over the next 20 years.

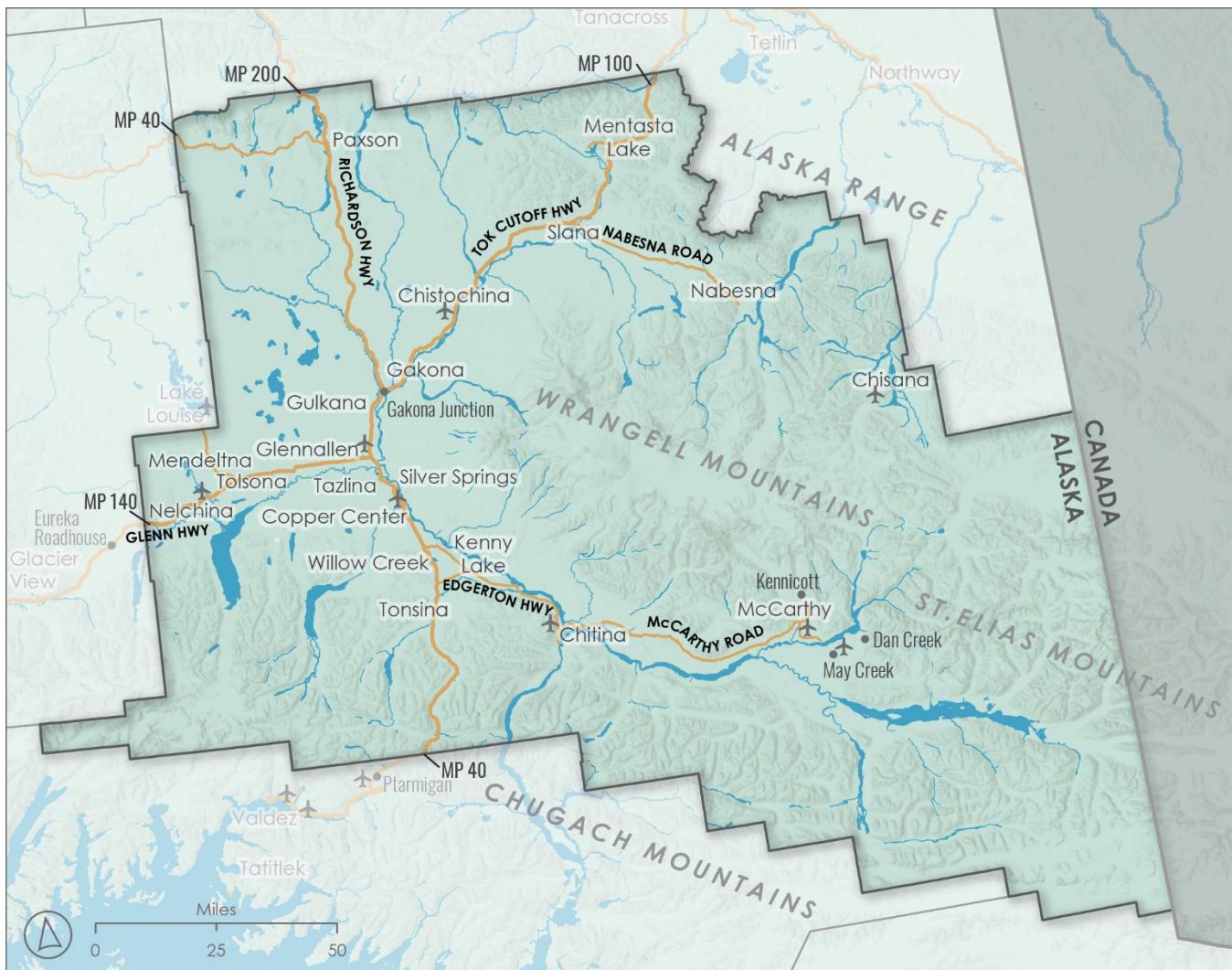
This plan covers recommendations for improvements to the transportation network within CRV-RPO area boundaries over the next 20 years. It is a multi-modal plan, which means it covers land, air, and water travel as well as personal vehicles, freight, pedestrians, bicycles, and off-road vehicles like ATVs and snow machines.

## Planning Area

This plan covers transportation within the CRV-RPO's boundaries, which corresponds with the Copper River Census Area (see Figure 1).

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<sup>1</sup> Alaska DOT&PF, <https://dot.alaska.gov/stwdplng/rpo/> (June 2026)



**Figure 2.** Copper River Census Area and Copper River Regional Planning Organization boundaries and planning area

## Regulatory Framework

Transportation planning and project development within CRV-RPO are guided by federal and state policies that establish how transportation investments are identified, funded, and implemented. These frameworks ensure that improvements are safe, equitable, and responsive to community needs while meeting funding eligibility requirements.

## CRV-RPO role and structure

CRV-RPO, a committee of the area's regional economic development organization, is a non-governmental organization that receives support from Alaska DOT&PF to conduct transportation planning in the Copper Valley region to ensure local voices are included in transportation decision-making. Although the Copper Valley region is home to seven sovereign tribal governments, there are no local municipal (city or borough) governments in the region.

This plan seeks to fulfill one of CRV-RPO's primary duties per its cooperative agreement with Alaska DOT&PF: to undertake long-range transportation planning for the area. CRV-RPO conducted this planning in accordance with its Public Participation and Title VI Plan, adopted by CVDA in February 2026.

CRV-RPO is governed by its committee members, who are responsible for reviewing, adopting, and implementing the plan.

## Federal regulations

At the federal level, transportation planning is supported through programs administered by the U.S. Department of Transportation, including:

- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Federal Aviation Administration (FAA)

Long-range transportation plans such as this one are intended to guide investment decisions over a **20-year horizon** and support a performance-based approach to planning.

Projects that move forward from this plan must comply with federal requirements, including environmental review under the National Environmental Policy Act (NEPA), nondiscrimination requirements under Title VI of the Civil Rights Act, and accessibility standards established by the Americans with Disabilities Act (ADA). Together, these requirements ensure that transportation investments are environmentally responsible, equitable, and accessible to all users.

## State regulations

At the state level, the Alaska Department of Transportation & Public Facilities (DOT&PF) manages and maintains most transportation infrastructure within the CRV-RPO area and administers both federal and state funding programs. Capital projects are typically programmed through the Statewide Transportation Improvement Program (STIP), a fiscally constrained plan that identifies projects eligible for federal funding.

Roads within the CRV-RPO area are grouped into three primary categories:

- National Highway System (NHS)
- Alaska Highway System (AHS)
- Community roads

These classifications influence how projects are evaluated, prioritized, and funded. NHS routes are designated as critical to national mobility and are eligible for dedicated federal funding, while AHS and community roads compete for funding through state-administered programs such as:

- Surface Transportation Block Grant (STBG) program
- Community Transportation Program (CTP)
- Transportation Alternatives Program (TAP)

Planning efforts within the CRV-RPO area are also guided by a set of regional and statewide plans, including:

- Alaska Long-Range Transportation Plan
- Interior Alaska Transportation Plan (IATP)
- Copper River Census Area Comprehensive Economic Development Strategy (CEDS)
- McCarthy Road Planning and Environmental Linkages (PEL) Study

This LRTP is intended to complement these efforts by providing a locally driven framework that reflects community priorities and informs future investment decisions.

## Tribal coordination

The CRV-RPO area is home to multiple federally recognized tribes, and transportation planning includes coordination with tribal governments. This coordination helps ensure that transportation investments respect cultural resources, support subsistence practices, and reflect community priorities.

Official government-to-government relations will be fulfilled by Alaska DOT&PF because CRV-RPO is not able to fulfill that requirement as a non-governmental entity. However, CRV-RPO has made every effort to coordinate with tribes as part of its public involvement process and remains dedicated to ensuring tribal interests and voices are integrated into regional transportation decision-making.

Together, these federal, state, and regional frameworks establish the structure within which the CRV-RPO LRTP is developed and implemented. Complying with these requirements is essential to securing funding, meeting regulatory obligations, and delivering transportation improvements that support safe, reliable, and equitable access to transportation for communities throughout the region.

## Existing Conditions & Transportation Needs

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### Project Area & Background

To develop an effective LRTP, it is essential to understand the unique demographics and geographic challenges within the CRV-RPO area boundaries, which correspond with the boundaries of the Copper River Census Area. This section will examine the region's geography, demographic characteristics, and the specific obstacles faced by its widely dispersed population to support an effective and comprehensive planning process.

### Geographic overview

The CRV-RPO area encompasses 24,646 square miles of land (about 15.8 million acres) in Southcentral Alaska. With no municipalities or local governments, the area is considered part of Alaska's "Unorganized Borough."

The CRV-RPO area is bounded by the Alaska and Talkeetna Mountain Ranges to the north, Tetlin National Wildlife Refuge and Canada to the east, Thompson Pass in the Chugach Range to the south, and the Matanuska-Susitna Borough to the west. The area's rugged terrain includes the Wrangell and St. Elias Mountain Ranges, which are home to nine of North America's sixteen highest peaks.

An integral geological feature is the Copper River from which the region gets its name. The CRV-RPO area contains much of the Copper River Watershed, which stems from the Copper Glacier in the Wrangell Mountains and is one of the world's most productive salmon fisheries. The Copper River, along with the Gulkana, Klutina, Chitina, Tazlina, Gakona, and Tonsina Rivers and hundreds of tributaries, lakes, and small rivers provide ample opportunities for recreation, fishing, and tourism.

### Cultural and historical context

#### *Alaska Native Tribes and Corporations*

The land now within the bounds of the CRV-RPO area has been inhabited by the Ahtna Athabascan people for thousands of years. Traditionally semi-nomadic, Ahtna families moved seasonally to follow food sources, establishing summer fish camps along the rivers and winter villages deeper inland. This subsistence lifestyle, centered on fishing, hunting moose and caribou, and gathering berries continues to be an integral part of the Ahtna people's culture to this day.

By the 1940s, many Ahtna families began settling into permanent communities along the emerging road system, a shift that coincided with broader infrastructure development in the region. Today, the CRV-RPO area lands remain home to seven federally recognized tribes: Cheesh-Na Tribe, Gulkana Village Council, Mentasta Traditional Council, Native Village of Chitina, Native Village of Gakona, Native Village of Kluti

Kaah, and Native Village of Tazlina. In 1980, seven village corporations<sup>2</sup> merged with Ahtna, Inc., a regional Alaska Native corporation established under the Alaska Native Claims Settlement Act, while the Chitina Native Corporation remained independent. In 1992, the Mount Sanford Tribal Consortium was established by the Tribal Council of Chistochina as an independent entity.

The Ahtna Athabascan language is still spoken in four distinct dialects throughout the region, and revitalization efforts are underway to preserve it for future generations. Tribal leaders also continue to foster cultural conservation through community events, educational initiatives, and the stewardship of ancestral lands.

### **Federally Recognized Tribes**

- Cheesh-Na Tribe
- Gulkana Village Council
- Mentasta Traditional Council
- Native Village of Chitina
- Native Village of Gakona
- Native Village of Kluti Kaah
- Native Village of Tazlina

### **Regional Native Corporation**

- Ahtna, Inc.

### **Village Corporation**

- Chitina Native Corporation

### **Tribal Consortium**

- Mt. Sanford Tribal Consortium

### **Tribal Health Organization**

- Copper River Native Association

## *Transportation Development*

Considering the vast amount of land contained within the CRV-RPO area boundaries, the transportation network is relatively limited. While efforts have been made over the decades to enhance connectivity, only a handful of major highways, roads, and airports exist in the region today. Several smaller communities remain difficult to reach, with seasonal access dictated by weather conditions and the physical challenges posed by rivers, mountains, and dense forests. The reliance on a limited number of transportation corridors underscores both the logistical hurdles faced by those in the CRV-RPO area and the ongoing need for innovative solutions to link communities, support economic activity, and ensure reliable access to essential services for all residents.

### *Richardson Highway*

The Richardson Highway loosely began as a trade route used by Alaskan Native groups for thousands of years. The route was developed into the Valdez Trail to support gold rush freight movement in the 1890s and early 1900s, and eventually became the first long-distance, all-season road in Alaska. World War II

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<sup>2</sup> Six of the seven village corporations were located within the RPO boundaries. Yidateni Na Corporation (Cantwell) is outside the planning area. More information is available on Ahtna's website: <https://www.ahtna.com/about/region-map/>

brought about major improvements to the road such as bridges and the start of paving operations. Year-round maintenance, including snow removal, began in 1949 and the highway was fully paved by 1955.

### Glenn Highway & Tok Cut-Off Highway

Construction of the Glenn Highway began in 1933 as a result of Anchorage's growing commercial influence. During World War II, construction rapidly accelerated as Alaska secured additional funding for road projects that could enable the movement of troops and tanks. Lake Louise Road was also constructed by the military at this time to connect the Glenn Highway to its newly established recreation facility at Lake Louise. The segregated 97th Engineer General Service Regiment, composed primarily of Black enlisted soldiers, played a critical role in constructing the northern portion of the Alaska Highway system, including what would later become the Tok Cut-Off Highway. Under extremely difficult conditions, road crews repurposed old railroad beds and followed historic pack trails, and in many places had to cut new roadway alignments, to quickly construct the pioneer road. Construction was completed in 1945, connecting Anchorage to Glennallen and Gakona to the Alaska Highway in Tok.

### Denali Highway

The Denali Highway begins in the small community of Paxson on the Richardson Highway and ends at the Parks Highway in the town of Cantwell. Opened in 1957, it was the only road to Denali National Park until the Parks Highway was completed in the 1970s.

### Nabesna Road

The Nabesna Road was constructed in 1933 for the purpose of transporting supplies to the Nabesna Gold Mine and ore to the Port of Valdez. The road begins at mile 60 of the Tok Cut-Off Highway in Slana and stretches 42 miles to Nabesna. Today, the Nabesna Road provides access to the northern portion of Wrangell-St. Elias National Park and is maintained by DOT&PF year-round.

### Copper River and Northwestern Railway

This 196-mile railway connected the Kennecott mines near McCarthy to Cordova. It was completed in 1911 and was in use until 1938 when ore at the mines ran out. In 1941, the Kennecott Corporation donated the railroad's right-of-way to the government so it could be developed into a public highway. While most of the route has since been abandoned, the railway established important transportation corridors that are still in use today, including McCarthy Road and the O'Brien to Haley Creek Trail south of Chitina.

### McCarthy Road & Edgerton Highway

The McCarthy Road began as a portion of the Copper River and Northwest Railway. Several decades after the mines shut down and the railroad was abandoned, the railway bed was converted into a road in 1971. The Edgerton Highway was constructed in 1933 along an old pack trail that connected Chitina to Copper Center.

### Air Travel

Much like the development of the road network, the construction of numerous airports in the CRV-RPO area was prompted by World War II. Initially established to support military logistics and provide access to mining operations, these aviation facilities continue to serve as vital connectors for communities, particularly those excluded from the road network. Given the region's challenging terrain and vast distances, these airports play a crucial role in ensuring year-round transportation of individuals, goods, and emergency services.

### River Travel

Centuries before highways and airstrips became the primary transportation corridors, river travel shaped life in the region. The Copper River and its tributaries served as natural highways for Ahtna Athabascan communities, providing reliable passage for seasonal hunting and fishing, trade, and communication.

Today, river travel remains vital to the region as a means to access hunting and fishing grounds as well as many other recreational activities.

## Demographics and population trends

The CRV-RPO area is comprised of 20 census designated places (CDPs) with its largest communities being Glennallen and Copper Center. In 2025, the CRV-RPO area had a population of 2,648, which results in a population density 0.107 people per square mile. This makes it one of the least densely populated census areas not only in Alaska, but in the United States. Though populations have declined slightly over the past decade, the Alaska Department of Labor and Workforce Development predicts that the population will remain largely stable for the next 20 years.

| Copper River Census Area Projected Total Population Change |       |       |       |       |          |          |
|------------------------------------------------------------|-------|-------|-------|-------|----------|----------|
| 2025                                                       | 2030  | 2035  | 2040  | 2045  | # Change | % Change |
| 2,648                                                      | 2,685 | 2,691 | 2,682 | 2,661 | 16       | 0.6%     |

Table 1. Alaska Population Projections, Alaska Department of Labor and Workforce Development (July 2024)

| Community      | 2025 | 2030 | 2035 | 2040 | 2045 | # Change | % Change |
|----------------|------|------|------|------|------|----------|----------|
| Chisana        | -    | -    | -    | -    | -    | -        | -        |
| Chistochina    | 56   | 57   | 57   | 56   | 56   | 0        | 0.0%     |
| Chitina        | 109  | 110  | 110  | 110  | 109  | 0        | 0.0%     |
| Copper Center  | 294  | 298  | 298  | 297  | 295  | 1        | 0.3%     |
| Gakona         | 180  | 183  | 183  | 182  | 181  | 1        | 0.5%     |
| Glennallen     | 410  | 417  | 417  | 414  | 412  | 2        | 0.5%     |
| Gulkana        | 74   | 75   | 75   | 74   | 74   | 0        | 0.0%     |
| Kenny Lake     | 318  | 323  | 32   | 321  | 319  | 1        | 0.3%     |
| McCarthy       | 127  | 129  | 129  | 129  | 128  | 1        | 0.7%     |
| Mendeltna      | 46   | 47   | 47   | 46   | 46   | 0        | 0.0%     |
| Mentasta Lake  | 109  | 110  | 110  | 110  | 109  | 0        | 0.0%     |
| Nabesna        | 1    | 1    | 1    | 1    | 1    | 0        | 0.0%     |
| Nelchina       | 43   | 43   | 43   | 43   | 43   | 0        | 0.0%     |
| Paxson         | 16   | 16   | 16   | 16   | 16   | 0        | 0.0%     |
| Silver Springs | 120  | 121  | 121  | 121  | 120  | 0        | 0.0%     |
| Slana          | 119  | 120  | 120  | 120  | 119  | 0        | 0.0%     |
| Tazlina        | 247  | 251  | 251  | 249  | 248  | 1        | 0.4%     |
| Tolsona        | 11   | 11   | 11   | 11   | 11   | 0        | 0.0%     |
| Tonsina        | 64   | 65   | 65   | 64   | 64   | 0        | 0.0%     |
| Willow Creek   | 195  | 198  | 198  | 197  | 196  | 1        | 0.5%     |

Table 2: Interior Alaska Long-Range Transportation Plan, Alaska Department of Transportation & Public Facilities, 2025

Estimates from the American Community Survey indicate that the proportion of Native Alaskan residents is higher in the CRV-RPO area compared to the overall state population.

| Race                             | Copper River Census Area | Alaska |
|----------------------------------|--------------------------|--------|
| American Indian or Alaska Native | 35.1%                    | 13.0%  |

|                                                  |       |       |
|--------------------------------------------------|-------|-------|
| <b>Asian</b>                                     | 0.5%  | 5.9%  |
| <b>Black or African American</b>                 | 0.1%  | 2.8%  |
| <b>Hispanic or Latino</b>                        | 3.9%  | 7.5%  |
| <b>Native Hawaiian or Other Pacific Islander</b> | 0.0%  | 1.5%  |
| <b>White</b>                                     | 53.2% | 57.7% |
| <b>Mixed Race</b>                                | 7.1%  | 11.2% |
| <b>Other Race</b>                                | 0.0%  | 0.6%  |

Table 3. DP05 Demographic and Housing Estimates, American Community Survey, 2023

The graph below highlights the notably higher percentage of residents over the age of 60 in the CRV-RPO area compared to Alaska overall.

### Age Distribution

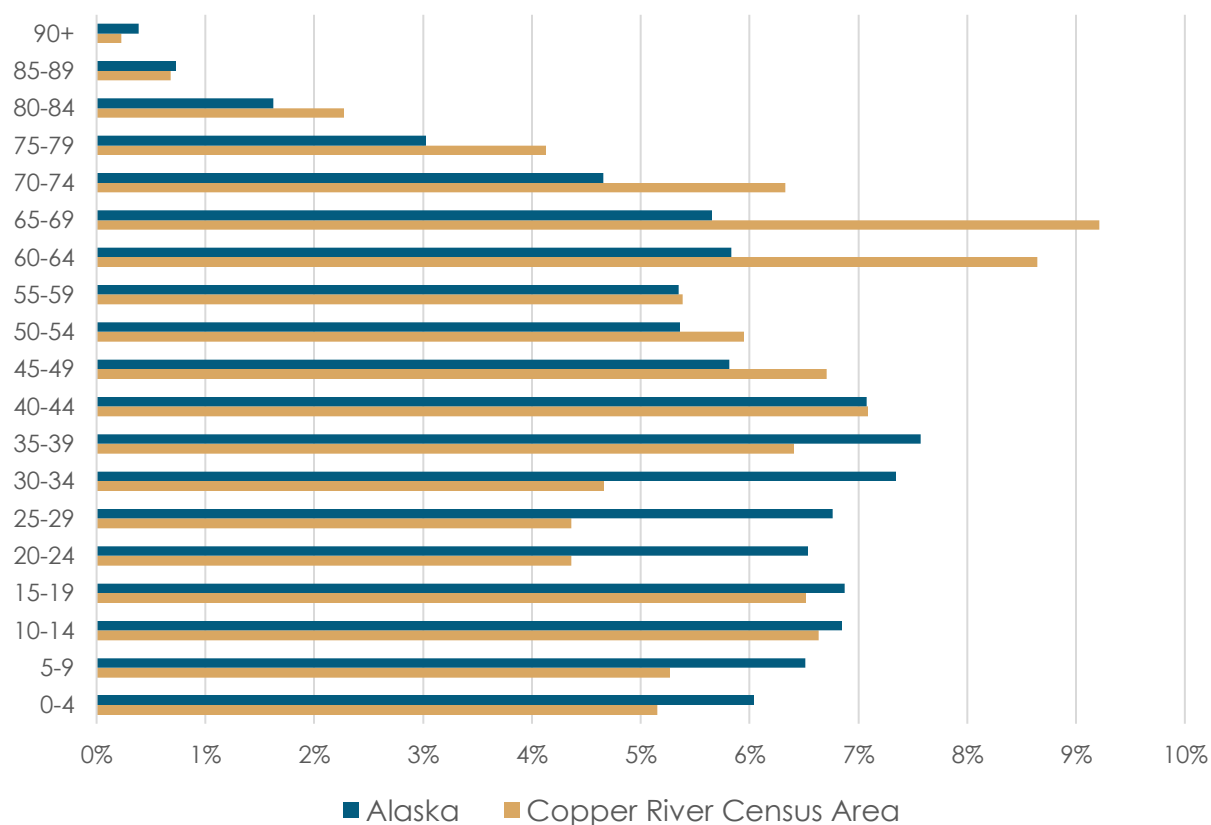


Figure 3. DP05 Demographic and Housing Estimates, American Community Survey, 2023

## Socioeconomic profile

**Median Household Income:** \$75,053 (ACS 2023, S1901)

**Unemployment Rate:** 7.6% in 2024, though this number is trending upward in 2025 (U.S. Department of Labor, Bureau of Labor Statistics, 2025)

**Population Below Poverty Line:** 11.4% (ACS 2023, S1701)

Economic challenges in the CVR-RPO include high energy costs, limited housing, and a declining working-age population. Though estimates show the population will be stable through 2045, the region's population decreased by 9.7% between 2020 and 2022, with outmigration driven by the high cost of living and limited employment opportunities. The median household income in 2023 was \$75,053, below the state average of \$86,631. The unemployment rate for 2024 was 7.6%, notably higher than the state average of 4.7%. The region's economy is heavily reliant on government employment with educational services, healthcare, and public administration being the largest employment sectors.

Tourism and agriculture are emerging opportunities for economic growth. Wrangell-St. Elias National Park attracted 78,305 visitors in 2023, generating \$108 million in visitor spending, supporting 1,510 jobs, and contributing \$161 million in economic output. However, the area has difficulty capturing tourism dollars, as most visitors pass through without significant spending. Agriculture in the CRV-RPO area includes hay production and small-scale livestock farming, but the lack of a local slaughterhouse and food processing facilities limits growth.

Infrastructure improvements are critical to economic development. The Gulkana Airport Layout Plan proposes runway extensions, floatplane facilities, and lease lots to boost cargo operations, tourism, and emergency services. Copper Valley Telecom's "Fiber to the Home" project is bringing high-speed internet to the region, attracting businesses and enabling remote work opportunities. Additionally, renewable energy projects, such as hydroelectric and geothermal initiatives, aim to reduce energy costs and support economic resilience. Addressing these infrastructure needs, along with workforce development and affordable housing, is essential for fostering sustainable growth in the CRV-RPO area.

## Planning and policy context

In August 2025, DOT&PF began the process of developing the statewide **Alaska Long-Range Transportation Plan**. The plan will provide guidance on transportation investment and policies for the state of Alaska through the year 2055. CRV-RPO will engage with DOT&PF during the planning process and intends to align the direction of its long-range transportation plan with the priorities and goals established in the statewide plan.

The **Interior Alaska Transportation Plan**, updated in 2025, addresses movement between the communities within Interior Alaska, including the CRV-RPO region, and provides transportation planning guidance through 2045. It includes project, program, and policy recommendations of importance to the region. This plan focuses on major transportation needs in the region and establishes goals for all transportation modes. Goals from this plan include:

- 1) Support economic vitality
- 2) Health, safety, and security
- 3) Accessibility and mobility for people and freight
- 4) Preserve and enhance the existing transportation system
- 5) Intermodal connectivity

The **Copper River Census Area Comprehensive Economic Development Study** is a five-year plan (2024 – 2029) that delivers guidance to prioritize and implement the work required to further economic development and stability for the Copper Valley region. The plan's primary transportation goal is to develop the Gulkana Airport Layout Plan, which includes:

- Building a regional emergency services hangar
- Extending the runway to increase cargo and firefighting operations

- Developing a float pond, which could serve visitors flying between Alaska and Canada's western border
- Constructing lease lots for aviation and non-aviation uses

One of the objectives associated with this goal is to develop a regional LRTP, which is being fulfilled through the development of this document.

Developing waysides and rest areas is listed as an objective under a regional infrastructure development goal. The plan recommends additional toilet facilities to promote a cleaner and safer experience for visitors and residents of the region.

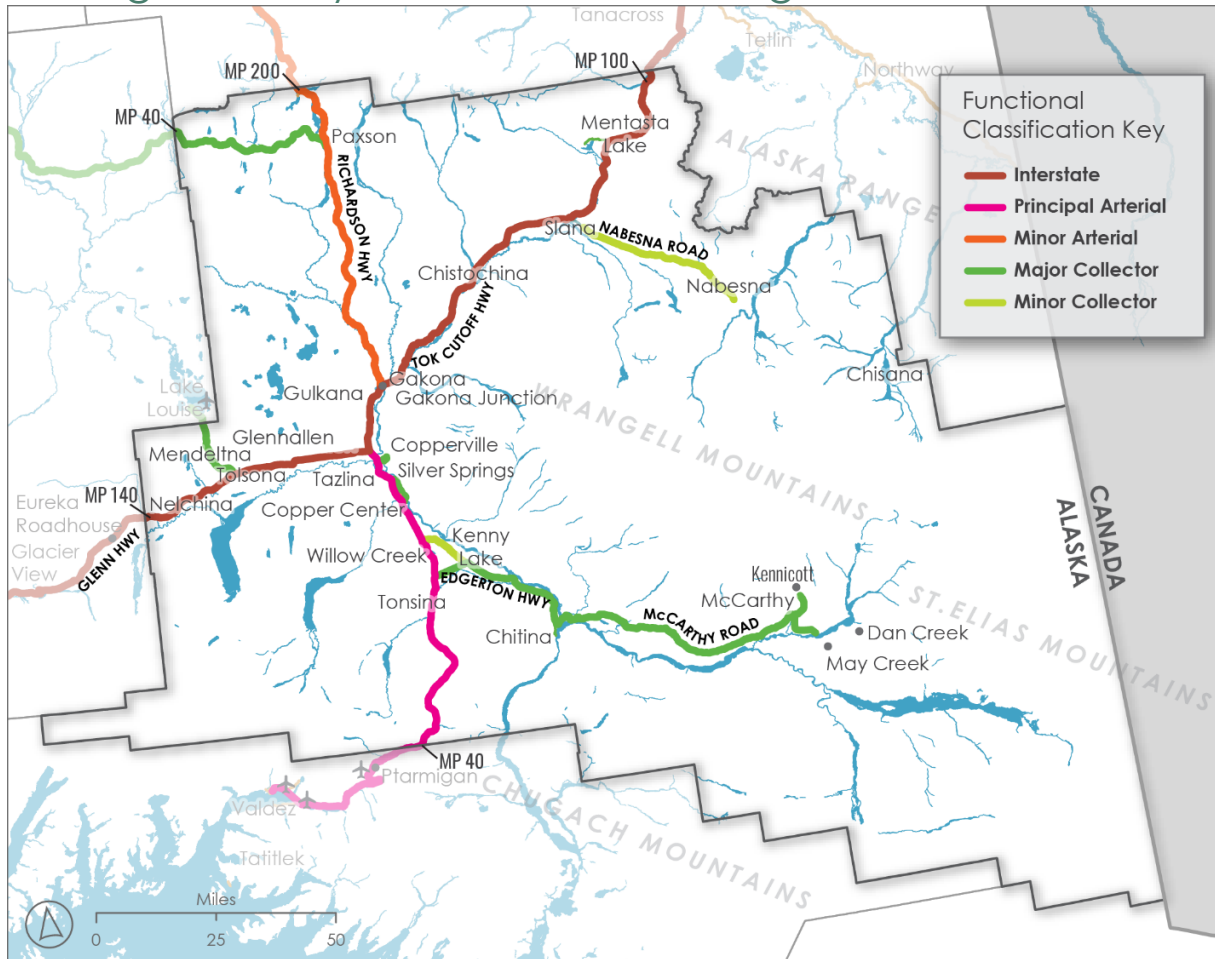
The **McCarthy Road Planning and Environmental Linkages Study** was released for draft review in June 2025. It evaluates corridor needs of the 63-mile McCarthy Road corridor from Chitina to the Kennicott River and establishes recommended projects and implementation timelines. The primary goals identified in the study are to provide a safe road corridor and maintain reliable access. Twenty project recommendations, along with funding strategies, are identified that include drainage improvements, rehabilitation, reconstruction, culvert replacements, bridge replacements and rehabilitation, and erosion control.

## Summary

The CRV-RPO area presents a unique set of geographic, cultural, and infrastructural characteristics that shape its transportation needs. With vast terrain, a limited road network, and a widely dispersed population, the region faces persistent challenges in connectivity, economic development, and emergency service access. The region's aging population further emphasizes a need for accessible and reliable transportation options to support the growing number of seniors and elders. Historical and cultural ties to the land, particularly among Ahtna Athabascan communities, underscore the importance of inclusive and respectful planning. While demographic trends suggest population stability, socioeconomic indicators highlight the need for targeted investment in infrastructure, broadband, and emergency services. Understanding these foundational elements is essential for crafting an LRTP that is resilient, equitable, and responsive to the region's distinct characteristics.

# Existing Transportation Network

## Existing roadway network and funding



**Figure 4.** Functional classifications of major roads within CRV-RPO

The CRV-RPO encompasses many key roads within Interior Alaska. The intersection of the Glenn and Richardson Highways in Glennallen forms a major crossroads that serves as a gateway for the movement of people, goods, and services within the region.

To the north, two routes link to the Alaska Highway: the Tok Cutoff Highway, which heads northeast to the community of Tok, and the Richardson Highway, which continues to Delta Junction. These connections provide access to the Interior and northern regions of Alaska, and into Canada, supporting economic activities such as freight transport and tourism.

To the south, the Richardson Highway leads to the coastal town of Valdez, an important port and terminus for the Trans-Alaska Pipeline System.

To the west, the Glenn Highway passes through several communities, including Palmer, and eventually connects with the Parks Highway. This route provides another link to reach Fairbanks to the north and Anchorage to the south. The Glenn Highway's southern terminus in Anchorage is especially significant as Anchorage serves as the state's primary air, sea, and land transportation hub.

In total, the CRV-RPO area contains approximately 638 centerline miles of roadway.

Alaska DOT&PF, the state's highway transportation agency, manages the National Highway System (NHS) and most other publicly maintained routes within the CRV-RPO area. Routine road maintenance, including pothole patching, brush clearing, and snow and ice control on roads, paths, and sidewalks, is funded through Alaska's general fund operating budget. The state imposes a motor fuel tax of \$0.08 per gallon, which may be allocated to highway maintenance and construction funds. This tax amount has remained unchanged since 1970.

### *National Highway System*

The NHS is a classification of roadways designated by the Federal Highway Administration. It includes the Interstate Highway System and other roads important to the nation's economy, defense, and mobility. NHS routes within the CRV-RPO area include:

- **Richardson Highway:** Interstate designation runs from historic milepost<sup>3</sup> (MP) 115 in Glennallen to MP 128 in Gakona. The remaining segments within CRV-RPO area from MP 40-115 and MP 128-202 are classified as non-interstate.
- **Glenn Highway:** The entire route is designated as interstate, with the last 40 miles from MP 140 to MP 189 lying within the CRV-RPO area.
- **Tok Cut-Off Highway:** The entire route is designated as interstate, with the majority of its 124 miles (MP 0-104) falling within the CRV-RPO area.

All NHS routes are managed by DOT&PF and are eligible for National Highway Performance Program funding. This funding program is provided through the Statewide Transportation Improvement Program (STIP), DOT&PF's fiscally constrained transportation investment plan. By state law ([17 AAC 05.175](#)), NHS projects may enter the STIP after public review and comment, but do not require evaluation and scoring like community road projects do.

The current STIP indicates over \$51 million of investment on the NHS within the CRV-RPO area over the 2024-2027 program:

- **Glenn Highway MP 158-172 Rehabilitation** (Need ID 32018)
  - Design funding: \$1,450,000
  - Construction would be funded from a future year, tentatively planned for 2028.<sup>4</sup>
- **Richardson Highway MP 148-173 Reconstruction** (Need ID 2119)
  - Design funding: \$250,000
  - Construction funding: \$36,500,000
  - This is a parent project with the final phase from MP 167 to MP 173 planned for construction in 2026.
- **Richardson Highway MP 115-148 Rehabilitation** (Need ID 29812)
  - This was a former STIP project and has an active design phase open. This project is intended to address a final segment of construction between MP 115 and MP 128, and complete paving of an earlier constructed realigned embankment between MP 133 and MP 135. The work is planned for 2028 and includes rehabilitating the Gulkana River Bridge (#574). It will

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<sup>3</sup> Historic road mileposts (MP) will be referenced throughout this report as the most understood location references on the roadway. Historic MP locations do not change. For some purposes, it may be necessary to use milepoints, which are measured highway miles that may change over time when roads lengths change through realignment and other improvements. In some cases related to data collection, measured milepoints are used and will be specifically distinguished as such.

<sup>4</sup> Construction year estimates can differ from STIP federal funding years. Construction years sourced from DOT&PF Northern Region Design Status Report, September 2025.

also construct left and right turn lanes on the Richardson Highway at the Glennallen junction.

- **Richardson Highway MP 113 Reconstruction** (Need ID 34768)
  - Design funding: \$1,600,000
  - The construction year for this realignment project is currently unknown as the project recently initiated its design phase.
- **Richardson Highway MP 65-80 Rehabilitation** (Need ID 29973)
  - Design and utility funding: \$624,000
  - Construction is tentatively planned for 2028. Work includes replacing Tonsina River Bridge (#569) and rehabilitating Squirrel Creek Bridge (#570).
- **Tok Cutoff MP 0-8 Resurfacing** (Need ID 32020)
  - Construction funding: \$9,000,000
  - Construction is tentatively planned for 2027.
- **Tok Cutoff MP 8-22 Rehabilitation** (Need ID 32021)
  - Design funding: \$800,000
  - Construction would be funded from a future year, tentatively planned for 2028. Work includes rehabilitation of Tolsona Creek Bridge (#1250).
- **Tok Cutoff MP 76-91 Rehabilitation** (Need ID 32022)
  - Design funding: \$900,000
  - Construction is tentatively planned for 2028. Work includes rehabilitation of bridges over Mabel Creek (#656), Bartell Creek (#657), and Little Tok River (#658).

Additional investments in the NHS occur through sub-programs such as bridge and pavement preservation programs and the Highway Safety Improvement Program. Recently completed preservation projects in the area include **Richardson Highway MP 82-115 Resurfacing** and **Glenn Highway MP 143-154 Resurfacing**.

### *Alaska Highway System*

The Alaska Highway System (AHS) is a road network DOT&PF uses to classify projects ([17 AAC 05.170](#)). These roads are recognized as significant routes in the state for connecting communities that are not on the NHS. AHS routes compete for the same general allocation of funding that community roads receive (for example, the Surface Transportation Block Grant Program), and like NHS projects, they do not have to be scored against established criteria like community roads do to receive funding in the STIP. AHS routes in the CRV-RPO area include:

- Denali Highway
- Edgerton Highway/McCarthy Road
- Lake Louise Road
- Mentasta Lake Road
- Nabesna Road

Currently, there are no planned STIP projects on AHS roads within the CRV-RPO area. Recently completed AHS preservation projects include **Lake Louise Road MP 9-19 Resurfacing** and **Edgerton Highway MP 24-29 Resurfacing**.

## Community Roads

Any road not classified as NHS or AHS is categorized as a community road. Capital funding for community roads is available from DOT&PF through the Surface Transportation Block Grant Program. Community road projects can be nominated to the STIP through the Community Transportation Program under criteria DOT&PF establishes according to [17 AAC 05.175](#). Examples of these routes in CRV-RPO area include Brenwick-Craig Road, the Old Richardson Highway in Copper Center, and Copperville Road.

## Bridges

DOT&PF's bridge inventory shows 70 bridges in the CRV-RPO, including 21 large culvert structures. Capital funding for bridges generally uses the same source of funding as the route it falls on. Figure 4 shows the extent of bridges in the RPO area.



Figure 5. Bridge locations in CRV-RPO

In addition to the bridges included in the NHS STIP projects listed above, general bridge seismic retrofits (STIP Need ID 6457) are planned in 2026 for the Copper River Bridge (#205) at McCarthy Road MP 35, Tonsina River Bridge (#288) at Edgerton Highway MP 19, and Klutina River Bridge (#572) on the Old Richardson Highway in Copper Center.

DOT&PF has been successful in addressing many NHS bridges in poor condition within the CRV-RPO area and has made additional efforts in addressing AHS bridges in poor condition such as the Chokosna River

Bridge (#1193) on McCarthy Road and Rock Creek Bridge (#684) on the Denali Highway. DOT&PF asset management data for bridge conditions shows that of the 49 bridge structures with condition ratings (not including culverts), only three are in overall poor condition:

- **Gulkana River Bridge #574, Richardson Highway MP 127**
  - Planned rehabilitation project in 2028
- **Gunn Creek Bridge #578, Richardson Highway MP 197**
  - No currently planned rehabilitation project
- **Trail Creek Bridge #660 on 91 Mile Loop Road** (off Tok Cut-Off Highway)
  - No currently planned rehabilitation project

Alaska's statewide target for NHS bridges is to maintain bridges at ratings with at least 40% good and less than 10% poor. CRV-RPO area exceeds those targets with its 30 NHS bridges. Seventeen (48.6% by total deck area) are in good condition, and two (7.6% by total deck area) are in poor condition (Gulkana River and Gunn Creek).

Pavement

Pavement data obtained from Alaska DOT&PF (2024) and reduced to the CRV-RPO region reveals that out of the 451.8 miles of measured pavement 87.7 miles were in good condition, 338.1 miles were in fair condition, and 26 miles were in poor condition.

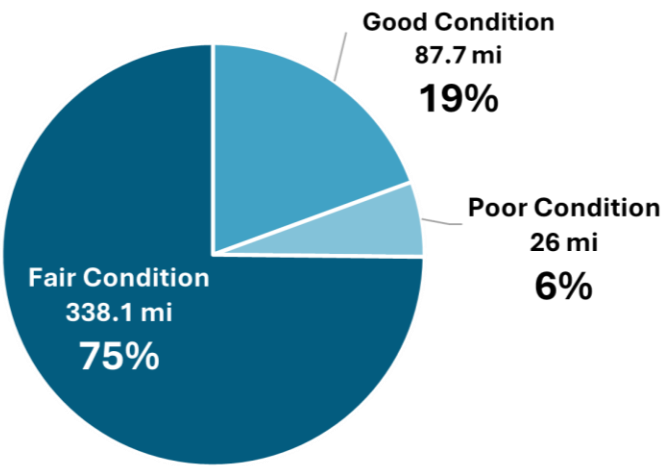


Figure 6. Pavement condition in CRV-RPO

Federal performance metrics for pavement include **rut**, **roughness**, and **cracking**. Cracking in this case refers only to longitudinal cracking (cracks that run parallel, or in the same direction, as traffic) within the wheel paths. This means transverse cracking (also known as cross cracking, cracks that run perpendicular to traffic) and longitudinal cracking *outside* of the wheel paths are not counted in the federal metric.

Pavement is classified as “good” when all three metrics are rated as such, “poor” when two of the three metrics are rated as such, and “fair” for all other combinations. For example, although a stretch of pavement may have significant rutting, if it is smooth and has no longitudinal cracking, the pavement will be rated as “fair.” Similarly, another pavement section may have significant cracking in all directions (which is usually indicative of inevitable failure), but if rutting and roughness are considered “good,” the pavement will also be rated as “fair.”

Ultimately this means that drivers could consider a road to be in poor condition, but the rating according to federal standards could be “fair.” However, it is unlikely that pavement rated as “good” would be considered by any layperson as anything other than good.

Table 4 below shows DOT&PF performance measure targets for NHS routes compared to statewide results and CRV-RPO area results from 2024 data collection.

| <b>Performance Measure</b>          | <b>Statewide 2-Year and 4-Year Targets</b> | <b>Statewide Results 2024</b> | <b>CRV-RPO Area Results 2024</b> |
|-------------------------------------|--------------------------------------------|-------------------------------|----------------------------------|
| Poor Pavement on the Interstate     | 5%                                         | 1.3%                          | 1.6%                             |
| Good Pavement on the Interstate     | 20%                                        | 28.3%                         | 13.6%                            |
| Poor Pavement on NHS Non-Interstate | 10%                                        | 6.3%                          | 9.4%                             |
| Good Pavement on NHS Non-Interstate | 15%                                        | 26.3%                         | 32.6%                            |

**Table 4.** DOT&PF performance measure targets vs. 2024 results

Poor pavement conditions on main highways are noted below along with whether a planned project will improve pavement condition. Most areas identified as having poor pavement have already been improved or are located within the extents of planned projects. Pavement conditions are generally measured in milepoints, not historic mileposts (see footnote 1 on page 10).

### Edgerton Highway & McCarthy Road

Poor pavement is generally indicated between milepoints 37 and 50 (correlating to McCarthy Road MP 3-16). There is no planned project to address this segment beyond DOT&PF Maintenance & Operations (M&O) efforts. DOT&PF M&O indicates needs for pavement and guardrail work between MP 19 (Tonsina River) and MP 32.

### Denali Highway

There is no measured pavement rated as “poor” in this area. This is likely a result of DOT&PF maintenance work. M&O indicates MP 22-60 is high float aggregate surface course and believes most of this route is manageable with available federal preventative maintenance funding.

### Glenn Highway

The poorest pavement is generally reported between milepoints 141 and 144, which was most likely addressed in the recent Glenn Highway MP 143-154 Resurfacing project.

### Richardson Highway

Several segments are rated as poor:

- Milepoints 69-83 (approximately MP 65-79): this segment will be addressed by the Richardson Highway MP 65-80 Rehabilitation project
- Milepoints 101-104 (approximately MP 97-99): this segment was recently addressed by the Richardson Highway MP 82-115 Resurfacing project
- Milepoints 116-118 (approximately MP 113-116): this segment was recently addressed in the Richardson Highway MP 82-115 project or will be addressed in the upcoming MP 113 realignment and MP 115-128 Rehabilitation projects
- Milepoints 128-131 (approximately MP 125-128): this segment will be addressed in the upcoming MP 115-128 Rehabilitation project
- Milepoints 170-200 (approximately MP 167-197): this segment will be partially addressed in the upcoming MP 167-173 Reconstruction project, but no project is currently planned for MP 173-197

## Tok Cutoff

Poor pavement is noted between milepoints 2 and 3 (similar MP) and milepoints 82-87 (MP 83-88). Both will be addressed by the upcoming MP 0-8 Resurfacing and MP 76-91 Rehabilitation projects.

## Airports

The CRV-RPO area contains eight airports maintained by DOT&PF. The Gulkana Airport serves as the primary aviation facility in the area and is the only airport with regularly scheduled commercial air service. Situated off the Richardson Highway between Gulkana and Glennallen, the Gulkana Airport offers year-round scheduled flights to Anchorage via Reeve Air and to McCarthy via Copper Valley Air Service.

The Gulkana Airport features the only paved asphalt runway in the CRV-RPO area and includes a secondary gravel runway. In addition, it is the only aviation facility with communication systems and navigational aids.

The remaining seven airports play a critical role in supporting general aviation operations, recreational flight services, and providing emergency transportation access. For communities like Chisana, Chitina, and McCarthy, these airports serve as vital transportation links, especially during winter months when other means of access are unavailable.

|   | <b>Airport</b> | <b>Airport ID</b> | <b>Runway Distance (ft)</b> | <b>Runway Surface</b>   | <b>Lighting</b>         | <b>Nav/Comm Aids</b> | <b>Certified Weather Station</b> | <b>Weather Cameras</b> |
|---|----------------|-------------------|-----------------------------|-------------------------|-------------------------|----------------------|----------------------------------|------------------------|
| 1 | Chisana        | CZN               | 3000                        | Gravel/Turf             | None                    | None                 | None                             | No                     |
| 2 | Chistochina    | CZO               | 2060                        | Gravel/Turf             | None                    | None                 | None                             | Yes                    |
| 3 | Chitina        | CXC               | 2850                        | Gravel                  | None                    | None                 | None                             | Yes                    |
| 4 | Copper Center  | Z93               | 2200                        | Gravel                  | None                    | None                 | None                             | No                     |
| 5 | Gulkana        | GKN               | 1) 5001<br>2) 2300          | 1) Asphalt<br>2) Gravel | Taxiway lighting (MITL) | RCO                  | ASOS                             | Yes                    |
| 6 | May Creek      | MYK               | 2700                        | Gravel                  | None                    | None                 | None                             | No                     |
| 7 | McCarthy       | 15Z               | 3501                        | Gravel                  | None                    | None                 | None                             | No                     |
| 8 | Tazlina        | Z14               | 1200                        | Gravel                  | None                    | None                 | None                             | No                     |

**Table 5.** DOT&PF owned and maintained airports

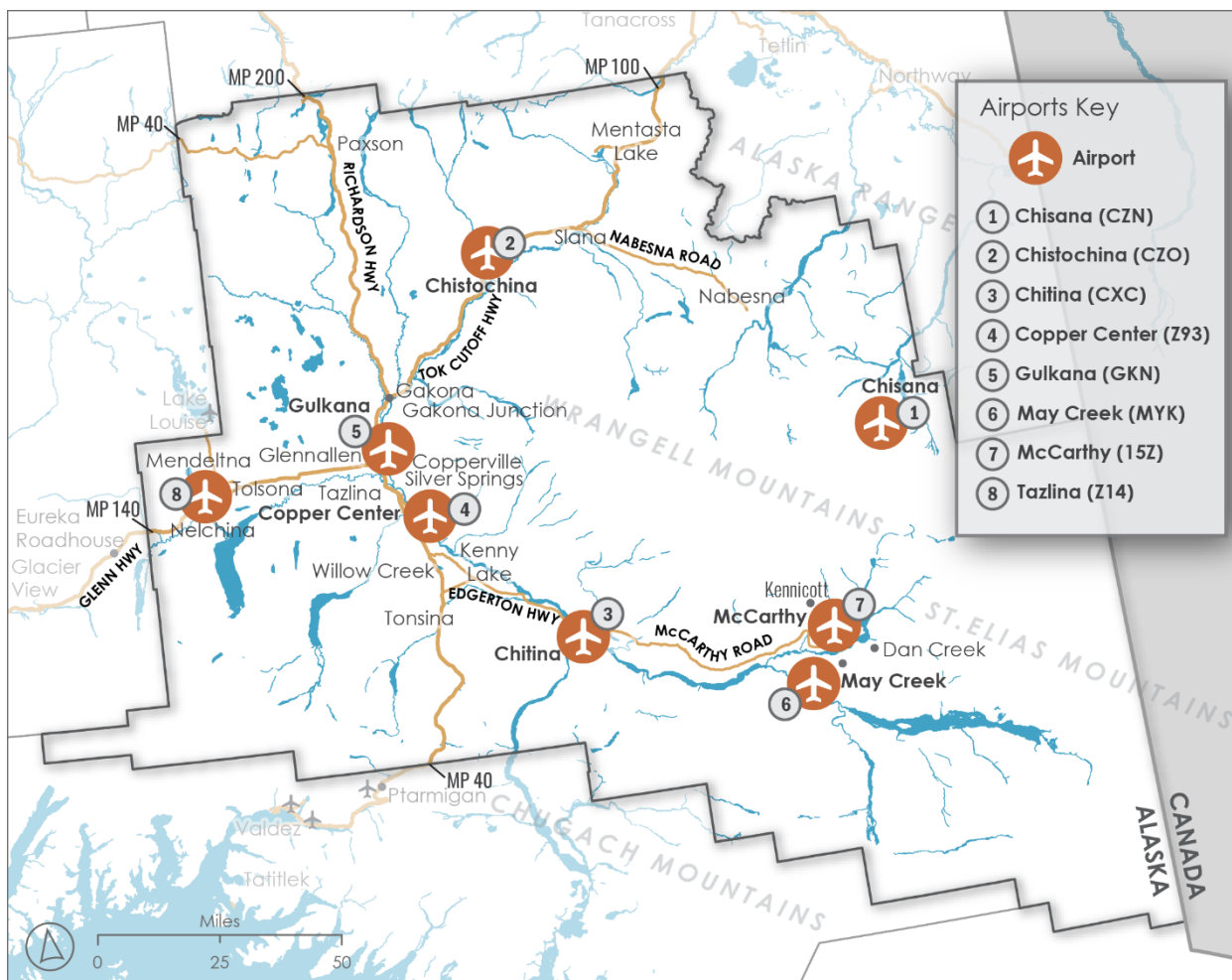


Figure 7. DOT&PF owned and maintained airports

## Trails

While trails are not a primary mode of inter-community travel in this region, they play an important role in subsistence, recreation, and mining activity. A relevant funding source for the CRV-RPO is the **Alaska Community Winter Trails Program**. This program is federally funded and administered by DOT&PF. It provides funding and support to rural communities for marking winter trails. Marked trails are subsequently added to a public inventory and map. More information about this program and access to the map can be found at [dot.alaska.gov/nreg/wintertrails](http://dot.alaska.gov/nreg/wintertrails).

## Transit

Gulkana Village Council operates **Soaring Eagle Transit**. Based out of Gulkana, this service provides year-round, regularly scheduled transit service to Glennallen, Copper Center, Anchorage, and Valdez.

**Interior Alaska Bus Line** is another year-round transit option with regular service along the Glenn Highway between Tok and Anchorage. Stops include Mentasta, Slana, Chistochina, and Glennallen.

**Kennicott Shuttle** provides a summer-only shuttle service from communities located between Glennallen and Chitina to McCarthy.

**Overflow Transit** operates a shuttle service between Anchorage and McCarthy from June through early September. Designated stops along the route include Glennallen and Chitina.

**Copper River Native Association** provides transportation services for patients needing to access the Robert Marshall Building (located between Glennallen and Tazlina) and select Anchorage medical facilities. They also provide a bus service specifically for elders who need assistance travelling to the Robert Marshall Building for the congregate meals program.

## Transportation challenges

This section outlines the key transportation challenges facing the CRV-RPO area, including infrastructure limitations, environmental risks, and funding constraints. Understanding these challenges is essential to developing a resilient transportation system that meets the needs of all residents.

### *Specific Roadway Challenges*

The Copper Valley region has had considerable investment in highway and bridge improvements in the last decade, but the current list of needs still exceeds available funding due to the expansive roadway network and remote nature of where construction work is needed. DOT&PF M&O reports the following general challenges and areas in need of greater investment:

- **Glennallen drainage.** Trooper Creek along the Glenn Highway has caused considerable flooding, especially in periods of rapid snowmelt, as happened in spring 2023 near Glennallen. The School Road culvert crossing for Trooper Creek is failing and addressing it will require utility relocations. Moose Creek has similar problems, though it does not cause flooding immediately in town. Increased hydraulic capacity across the Glenn Highway is needed for both creeks, but the flooding threats extend well beyond the highway right-of-way. A hydrologic and hydraulic analysis is needed to evaluate the entire drainage area and recommend short-term and long-term solutions.
- **Glenn Highway in Glennallen (MP 172-189).** This section of road was last rehabilitated in 2014 when the separated shared-use path was constructed. This project was built using state funds (see "Right-of-Way Reconciliation" section), which are increasingly difficult to secure due to the state's uncertain fiscal outlook. The road experiences significant heaving and settlement beyond what routine maintenance can address. Further, improvements are needed to pedestrian facilities, including better delineation of the bike path. A capital improvement project is needed to address the issue.
- **Edgerton Highway MP 19-24.** This stretch of road has significant settlement causing an uneven driving surface. Guardrail is in poor condition from MP 19 to Chitina.
- **Old Edgerton Highway.** This route is in need of surface and drainage repairs.
- **Lake Louise Road, MP 0-9.** Leveling and road surface upgrades are needed on the first nine miles of this route.
- **Richardson Highway MP 173-185 (Meiers Lake to Paxson), and MP 185 to MP 200 (Summit Lake area).** There is no roadway shoulder and no capital projects currently planned in the area.
- **Nabesna Road.** This road experiences significant wash boarding and has no material sources nearby.
- **Brenwick-Craig Road, MP 0-1.** The first mile is in disrepair and creates challenges for tour buses accessing the Copper River Princess Lodge.

### *Severe Weather Impacts*

Alaska's severe weather poses maintenance challenges to the transportation network throughout the CRV-RPO area. Extreme conditions such as heavy snowfall, ice accumulation, flooding, and erosion can

disrupt roadways, compromise infrastructure, and create hazardous travel conditions for residents and visitors. These impacts not only affect daily commutes and freight movement but also require challenging maintenance efforts and increase the possibility of emergency repair needs.

## Snow and Ice

Snow and ice accumulation are two of the most significant factors impacting the CRV-RPO area's transportation network. During severe winter storms, snow accumulation and icy conditions can limit travel options for residents, especially those located farther from the highway system. In addition to slick and hazardous driving conditions, heavy snowfall can lead to temporary road closures, delaying emergency response times. The region's long winters require increased maintenance including plowing, snow removal, and repairing the subsequent road degradation caused by freeze-thaw cycles.

DOT&PF's Winter Road Maintenance Priority Map designates the CRV-RPO area sections of the Richardson, Glenn, and Tok Cut-off Highways as priority level 2. Under this classification, roadway clearing is expected to occur within 18 hours after a typical winter storm. Most other roads within the CRV-RPO area are classified as priority levels 3 or 4, indicating snow removal timelines between 24 to 30 hours after a winter storm. Finally, McCarthy Road and the Denali Highway are not maintained in the winter and are cleared only in the spring to open the road for summer traffic.

## Permafrost

Permafrost refers to ground that remains at or below 32°F (0°C) for a minimum of two consecutive years. The thawing of permafrost can result in ground instability, contributing to hazards such as landslides, avalanches, and the formation of thermokarst terrain (the irregular surfaces that form after permafrost thaws), all of which pose significant threats to road integrity. Additionally, freeze-thaw cycles associated with permafrost may cause surface irregularities and rutting in pavement infrastructure.

The Scenarios Network for Alaska + Arctic Planning (SNAP) provides a permafrost risk assessment for communities, considering factors like thaw susceptibility, existing permafrost-related problems, permafrost occurrences, and temperature. SNAP looked at permafrost risks and hazards in seven CRV-RPO area communities:

| Community     | Thaw Susceptibility | Existing Problems | Permafrost Occurrence | Permafrost Temperature | Risk Level |
|---------------|---------------------|-------------------|-----------------------|------------------------|------------|
| Chitina       | Medium              | Moderate          | Discontinuous         | Warm                   | Medium     |
| Gulkana       | Medium              | Moderate          | Discontinuous         | Warm                   | Medium     |
| Chistochina   | Low                 | Minimal           | Isolated              | Warm                   | Low        |
| Copper Center | Low                 | Minimal           | Isolated              | Warm                   | Low        |
| Gakona        | Low                 | Minimal           | Isolated              | Warm                   | Low        |
| Mentasta Lake | Low                 | Minimal           | Isolated              | Warm                   | Low        |
| Tazlina       | Low                 | Minimal           | Isolated              | Warm                   | Low        |

**Table 6.** Permafrost risk in seven CRV-RPO communities

Of these seven communities, Chitina and Gulkana have a higher overall risk level of “medium.” This is due to more significant existing hazards (thermokarst, thermal erosion, and structural damage), higher thaw susceptibility (degree of thaw settlement in the case of permafrost degradation), and warm permafrost temperature (mean annual ground temperature is between -2°C to 0°C).

Overall, permafrost degradation presents a complex and evolving challenge for the CRV-RPO area, especially as average ground temperatures continue to warm. Addressing these risks is critical to preserving infrastructure, protecting property, and maintaining safe transportation routes.

## Flooding and Erosion

The CRV-RPO area experiences various types of flooding: riverine flooding from overflowing riverbanks caused by rainfall, runoff, flash flooding, alluvial fans, and ice jams; lake flooding from fluctuating lake levels; glacial lake overflow; groundwater flooding; and aufeis, which is the formation of sheet-like ice from repeated freezing during cold temperatures. Flooding, especially during spring snowmelt or intense rainfall events, can overwhelm drainage systems, submerge roadways, and damage critical infrastructure such as bridges and culverts. In some cases, these events can wash out road segments and create impassable conditions.

Erosion further compounds these challenges by gradually undermining roadbeds and embankments, particularly along riverbanks and creeks. As thawing permafrost destabilizes soil and increases runoff, erosion rates accelerate, threatening the long-term integrity of roads and bridges. Repairing erosion damage can require extensive earthwork, slope stabilization, and sometimes rerouting of entire roadway sections.

Flooding and erosion are becoming an increased risk to CRV-RPO area communities, particularly as warmer temperatures intensify permafrost degradation. For example, a realignment project on the Richardson Highway at MP 113 (Simpson Hill) is currently in the design phase to address slope degradation due to thawing permafrost. Roads, bridges, and access routes frequently appear in risk assessments as vulnerable assets, with locations such as Glennallen and the Copper River itself identified as flooding hotspots. Mitigation strategies include monitoring and replacing infrastructure, repairing failed roadway segments, improving evacuation routes, and fostering community-based hazard planning and interagency collaboration.

## Wildfire

During summers, wildfires can pose significant challenges to the transportation network in the CRV-RPO area, affecting road infrastructure, aviation, and more. When wildfire occurs, smoke can drastically reduce visibility, making travel hazardous and increasing the risk of vehicle crashes, especially on the Richardson, Glenn, and Tok Cut-Off Highways where vehicles are traveling at higher speeds. In addition, fire damage to roadside vegetation can lead to unstable slopes and soil erosion, further threatening the structural integrity of roads and bridges. Wildfires that encroach the road system can result in road closures and delays that disrupt daily commutes, emergency response, and commercial transportation. Due to the region's limited transportation network, closures can leave travelers stranded with limited or no alternative routes.

The aftermath of wildfires can result in complicated maintenance and repair efforts. Burned areas may require extensive brush clearing and slope stabilization before roads can be safely reopened. In the CRV-RPO area, the lack of nearby material sources for repairs compounds these challenges, as hauling asphalt and rock long distances becomes less feasible during emergency situations. Overall, wildfires not only pose immediate safety risks but also create long-term challenges that require organized approaches to mitigation and recovery within the transportation network.

## Hazard Mitigation Plans

Hazard mitigation planning is a federally guided process aimed at identifying and analyzing hazards, assessing risks to people and infrastructure, and developing strategies to reduce or eliminate those risks. These plans are required for maintaining eligibility for Federal Emergency Management Agency (FEMA) mitigation grant funding and must adhere to elements defined in FEMA's Local Mitigation Planning Policy Guide.

Alaska's State Hazard Mitigation Plan provides a framework for local hazard mitigation planning. It identifies a wide range of hazards including permafrost degradation, earthquakes, flooding, erosion, ground failure, severe weather, and wildfires. The statewide plan serves as a centralized guide for communities to develop local and tribal hazard mitigation plans. These local plans must be updated every five years to remain compliant with FEMA requirements and must include a defined planning area, a comprehensive risk assessment, a review of mitigation capabilities, and a detailed mitigation strategy with goals, prioritized actions, and an implementation plan.

Five local entities in the CRV-RPO area have an existing local or tribal hazard mitigation plan, however, three of them have not been updated within the last five years meaning they do not currently meet FEMA standards.

| Hazard Mitigation Plan Title                                                         | Communities Included                                                                            | Last Update |
|--------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------|-------------|
| Native Village of Chitina Hazard Mitigation Plan                                     | Native Village of Chitina                                                                       | 2015        |
| Copper Center Hazard Mitigation Plan/Village of Kluti-Kaah Hazard Mitigation Plan    | Native Village of Kluti-Kaah (Copper Center) and some areas of Wrangell-St. Elias National Park | 2015        |
| Glennallen and Native Village of Tazlina Multi-Jurisdictional Hazard Mitigation Plan | Glennallen and Native Village of Tazlina                                                        | 2019        |
| Gulkana Village Tribal Hazard Mitigation Plan                                        | Tribal Planning Area of Gulkana                                                                 | 2023        |
| Native Village of Gakona Tribal Hazard Mitigation Plan                               | Tribal Planning Area of Gakona                                                                  | 2023        |

Table 7. Local and tribal hazard mitigation plans

FEMA offers funding to support the development of hazard mitigation plans through its Hazard Mitigation Grant Program, which is available to eligible state, local, and tribal entities following a presidentially declared disaster. For communities that have not recently experienced a disaster, FEMA's Building Resilient Infrastructure and Communities (BRIC) program provides an alternative funding source. BRIC emphasizes proactive emergency response and is suitable for communities seeking to create or update their plans.

### Emergencies and Evacuations

With few alternate routes available, any disruption to the CRV-RPO area transportation network, such as a severe weather event or infrastructure failure, can suddenly make it substantially more difficult for communities to reach essential services and emergency assistance. Additionally, the lack of road network redundancy means that any restriction can make coordinated evacuation efforts difficult and increase risk during critical incidents. The remoteness of the region further amplifies these challenges. While the CRV-RPO area does have several local health clinics, the nearest hospitals are located in Palmer and Anchorage.

Rotary-wing and fixed-wing flights may provide access to emergency services for communities in the event of a substantial road closure, but these options are often constrained by weather conditions and can have significant financial costs. Furthermore, many airstrips are small, isolated, and face operational restrictions, especially in adverse weather.

### Traffic Safety

There were 178 crashes in the CRV-RPO region between 2019-2023. An analysis of serious injury crashes (generally requiring hospital treatment) and fatal crashes, as seen in Figure 7 below, reveals a common

trend in single vehicle overturn/rollover crashes, which is common for rural areas. It is also common for rural areas to see excessive speeds due to limited enforcement presence, which also means some crashes are unreported.

The limited data set does not indicate a clear pattern of crash locations except that they are most common on the higher-speed Richardson, Glenn, and Tok Cut-Off Highways. Continued work on roadway geometric improvements (curve and slope flattening, shoulder widening) as well as roadside brush clearing will help mitigate serious crash trends resulting from run-off-the-road crashes, animal-related crashes, and tree-related crashes.

### Right-of-Way Reconciliation

An ongoing challenge in the Glennallen area is unresolved right-of-way boundary issues going back to the 1970s. A historic misunderstanding in the right-of-way extent, which is 300 feet wide along the Glenn Highway (primarily from MP 172 to MP 189 at the Richardson Highway junction) and a portion of the Richardson Highway, but was assumed to be 200 feet. As a result, this led to private development within DOT&PF right-of-way on both sides of the highway. This has created uncertainty for property owners, as land records show conflicting information about their property lines. This is a significant problem for DOT&PF given the extent of highway encroachments within these interstate highway segments.

An encroachment in the context of highway right-of-way is anything installed, public or private, that is not dedicated exclusively to highway purposes. The private development in Glennallen that has occurred in the right-of-way does not serve highway purposes and includes private property such as fences, signs, and portions of structures. Federal regulations require that DOT&PF clear (or authorize through established permitting procedures) encroachments from the highway right-of-way before a federally funded capital project may proceed within that right-of-way.

DOT&PF is working to resolve this issue through the allocation of state funding to conduct a right-of-way survey, identify the encroachments, and take steps to work with property owners on solutions to resolve them. Ways to resolve them could include removing the encroachment, permitting it, or in more severe instances, vacating a portion of the right-of-way to the property owner. In the meantime, funding resources necessary to resolve extensive drainage and pavement issues along the Glenn Highway and separated path in this area are limited.

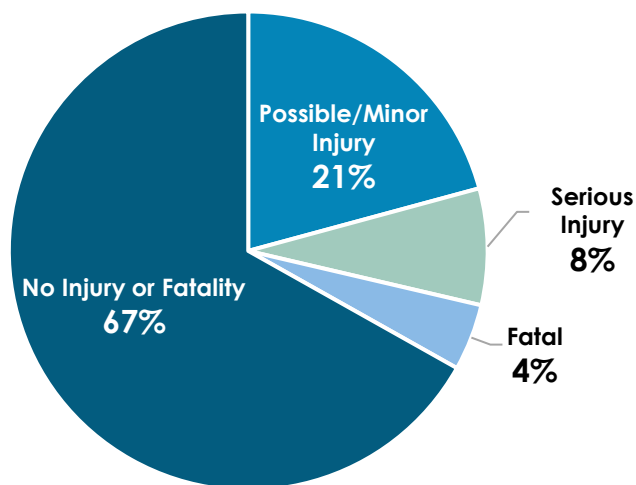


Figure 8. Severity of crashes from 2019 to 2023

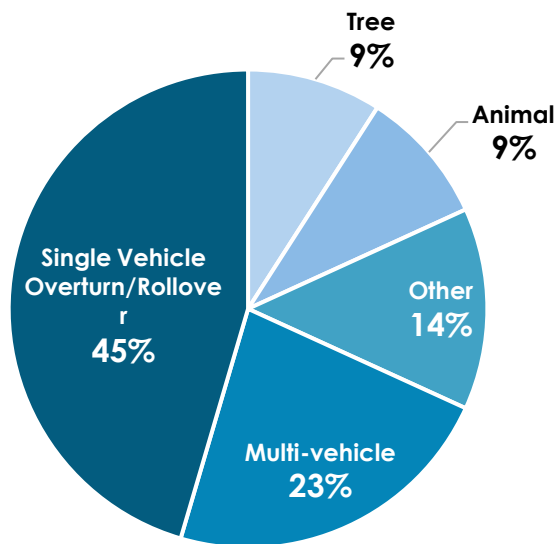


Figure 9. Cause of crashes resulting in serious injury or fatality from 2019 to 2023

## Material Sources

Material sources are limited in the Copper Valley region, especially sources of higher quality necessary for road or airport construction. Ahtna, Inc. has opened some material sources in recent years that have been valuable for construction projects, and more opportunities for development exist (for example, along Nabesna Road). However, according to DOT&PF M&O, gaps in needs still exist.

Likewise, there is no local hot mix asphalt plant in the region, which limits the ability of DOT&PF maintenance crews to patch with asphalt, especially in remote areas like the Denali Highway. When needed, DOT&PF M&O hauls hot mix asphalt from Delta Junction, Palmer, or Valdez. Long hauling distances (four hours or more) can cause asphalt temperatures to drop below what is needed to retain quality.

The Glennallen area would benefit from the seasonal presence of a hot mix asphalt plant to support its operations and capital construction projects.

## Summary and implications for the LRTP

The CRV-RPO area is supported by a geographically expansive but limited transportation network. Despite ongoing improvement efforts, the region continues to face significant challenges:

- **Infrastructure Needs:** Persistent issues with drainage, settlement, and poor pavement conditions highlight the need for capital improvements.
- **Environmental Risks:** Flooding, erosion, permafrost degradation, and wildfires increasingly threaten transportation infrastructure and require proactive hazard mitigation planning.
- **Material and Maintenance Constraints:** Limited access to high-quality material sources and asphalt plants impedes timely repairs, particularly in remote areas.
- **Emergency Preparedness:** Limited road network redundancy underscores the importance of resilient infrastructure and coordinated evacuation planning.

These factors collectively emphasize the necessity of strategic planning in the LRTP. As planning efforts take place, a systematic approach to infrastructure investment, disaster preparedness, and maintenance scheduling will be essential. Collaborative efforts among local entities, emergency responders, and residents will be key to addressing vulnerabilities and ensuring reliable access to services for all communities.

## Public Involvement Summary

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### Connecting with Copper River Communities

Community involvement was a central component of CRV-RPO's planning process and enabled the project team to develop a plan that reflects the needs and priorities of residents across the region. Early in the planning process, the project team developed a Public Involvement Plan (PIP) to define its community involvement goals. The PIP identified three public involvement goals:

1. Receive feedback from a representative cross section of the region
2. Obtain a high degree of participation in the plan's development
3. Increase awareness and understanding of CRV-RPO

The PIP also outlined the intended audience for public engagement, proposed outreach tools, potential public notice locations, a tentative schedule, and equity considerations.

Using the outreach tools proposed in the PIP, a variety of engagement tactics were utilized to reach a broad and diverse audience, recognizing the CRV-RPO region's geographic size, dispersed population, and range of transportation users.<sup>5</sup> These tactics included:

- Project webpage
- Stakeholder list
- Community survey
- Development of an advisory group
- In-person public meetings
- Virtual public meeting
- Social media
- Email notifications

## The Project Webpage

The CRV-RPO LRTP webpage is located on the Copper Valley Development Association website at <https://coppervalley.org/transportation/lrtp>. The page provides information about the community road show, slides from the virtual meeting, a project schedule, and offers visitors the option to sign up for email updates.



Figure 10. CRV-RPO webpage

## The Stakeholder List

A stakeholder list was developed to support inclusive and effective outreach throughout the planning process. The list was compiled to include tribal organizations, Alaska Native corporations, community associations, businesses, transportation providers, utilities, emergency services, and other regional partners affected by the transportation planning process. The project team used the list to share project updates, distribute meeting and survey information, and invite participation at key points in the LRTP process. It also

<sup>5</sup> This list will be updated after the draft plan comment period, during which we will conduct additional outreach.

helped ensure outreach reached a broad range of organizations and community representatives across the CRV-RPO region.

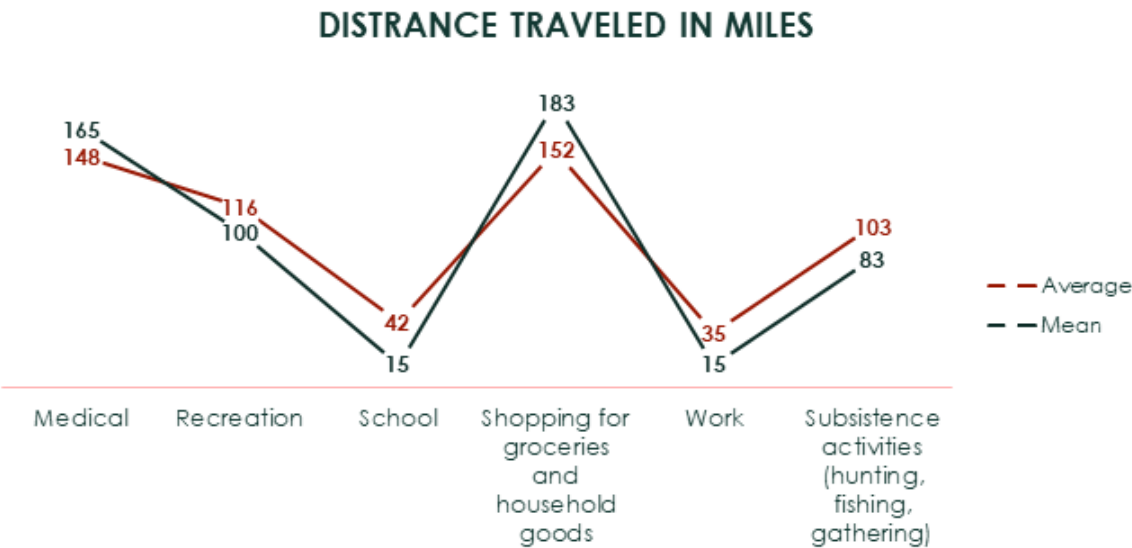
## The Community Survey

A community survey was released on July 25, 2025, and was open to the public until it closed on January 20, 2026. The survey was distributed throughout CRV-RPO region to better understand residents' travel behaviors, needs, and priorities. To ensure broad and inclusive participation, the survey was made available both online and in hard-copy format, allowing residents to respond in the way that was most accessible to them. Survey questions focused on how people currently travel, the challenges they experience, and the improvements they would most like to see in the region's transportation system. The feedback gathered through this effort provided insight into local travel patterns and helped ensure that community perspectives directly informed the development of the vision, goals, and objectives in the LRTP. **In total, 159 surveys were received.**

## Survey Findings

Select survey results are presented below. For the full survey results report, see [Appendix X](#).

**About how many miles do you typically travel one way to reach the following services?**



**Figure 11.** Distance traveled in miles

## How well does the current transportation network support the following?

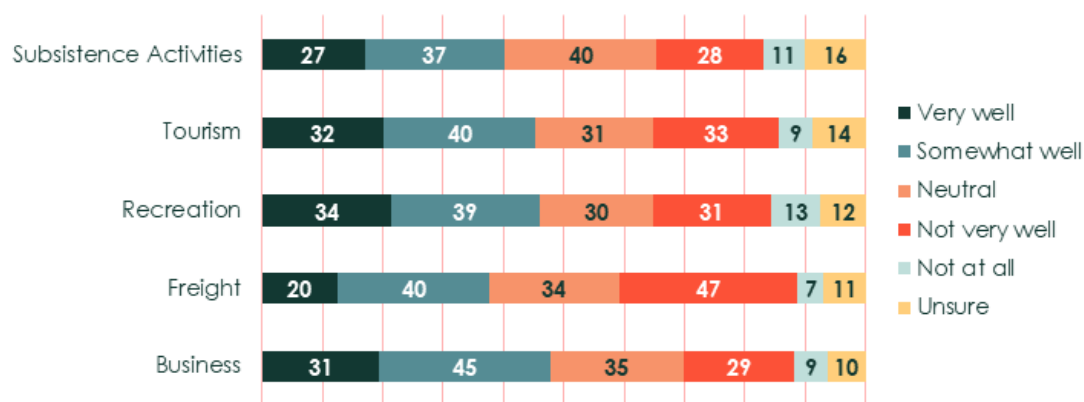


Figure 12. Perception of network performance by industry

## For those with a disability, does the current transportation infrastructure support accessible travel for you? What could be improved? (select responses)

9% of respondents identified as having a disability.

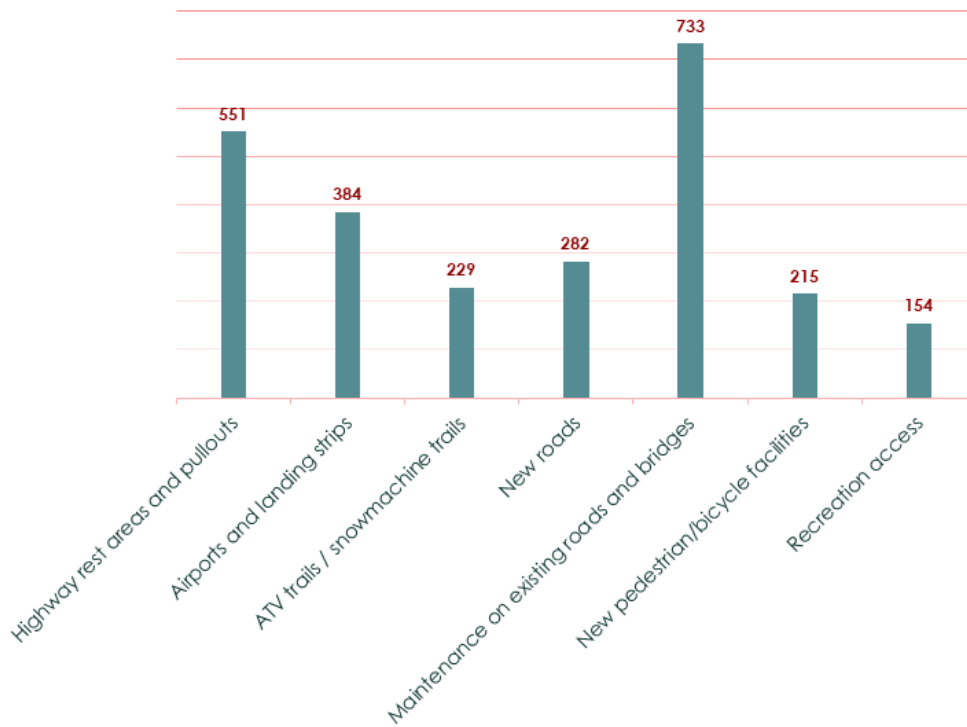
*There seems to be a lack of after 5 p.m. and weekend transportation. I am not sure what the level of demand would be, but at present there doesn't*

*Cab service. The one we have, Soaring Eagle, is expensive. It costs me \$30 to go to CRNA medical.*

*More rest areas and plowing. 200 miles to Anchorage for medical & no rest stops open except one at around mile 104, but it is not handicapped accessible.*

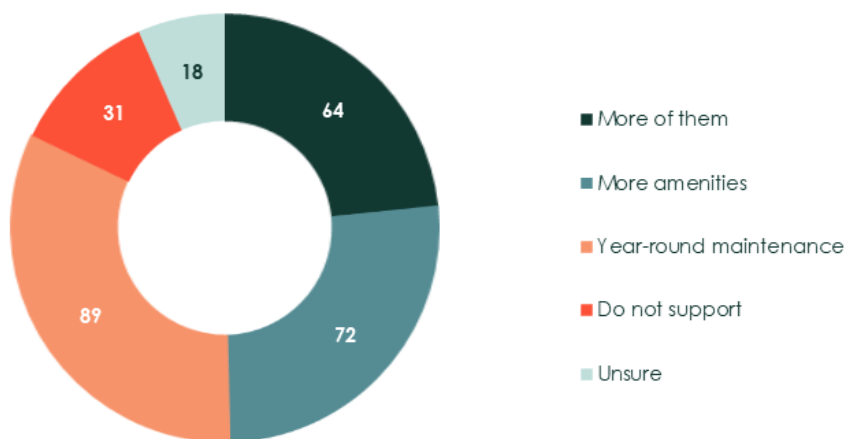
## How should limited funding be prioritized?

The scores below are weighted out of a possible 1,000 points.



**Figure 13.** Funding priorities

### Would you support additional investment in rest areas and pullouts?



**Figure 14.** Support for rest areas and pullouts

What improvements do you want to see in local aviation infrastructure?

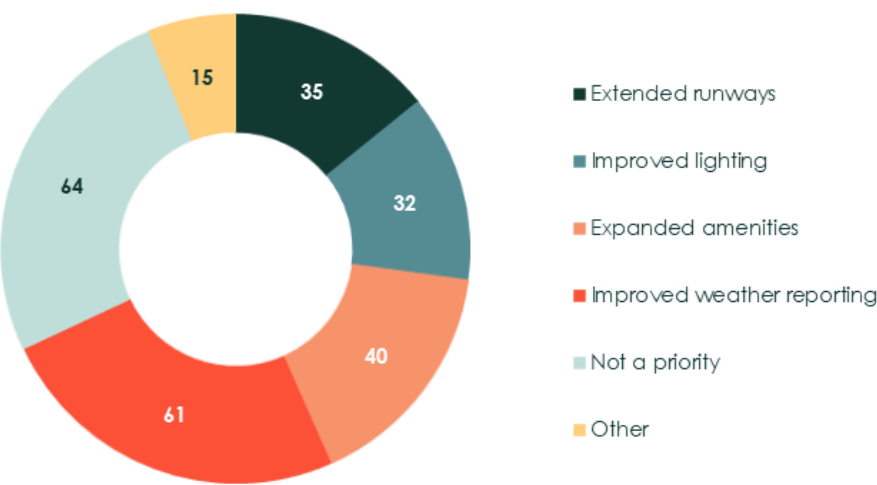


Figure 15. Desired aviation improvements

Would you support the construction of new roads within Copper Valley?

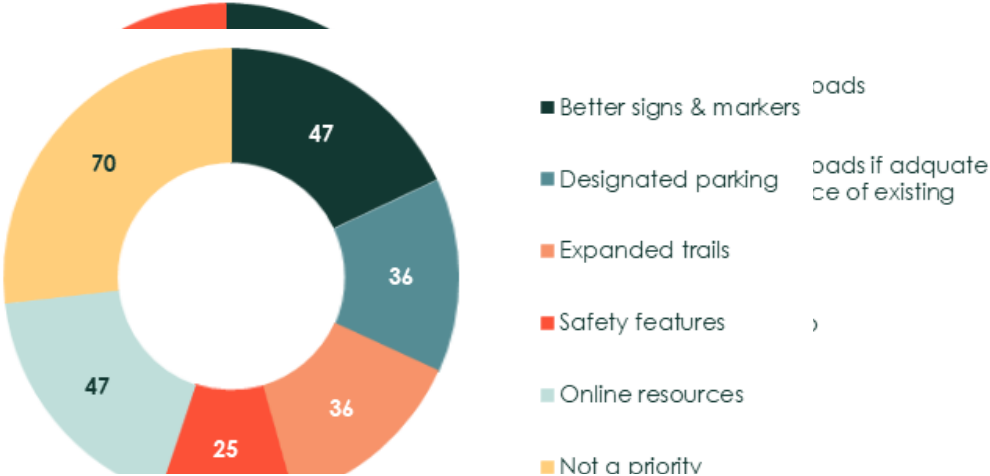
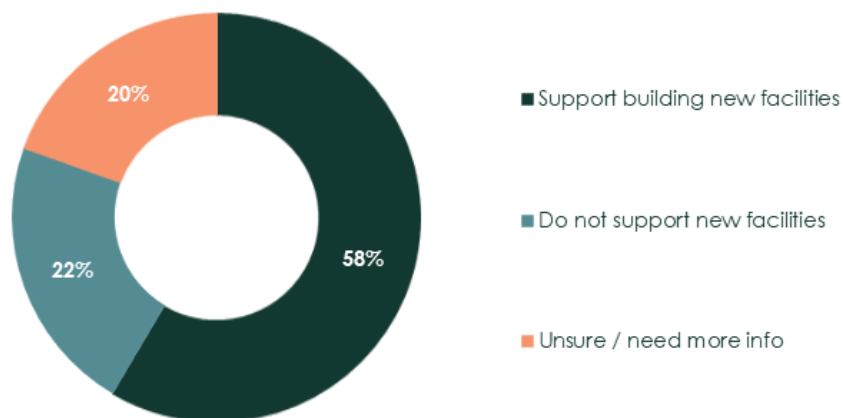


Figure 16. Support for new roads

Figure 17. Support for ATV and snow machine infrastructure

What improvements do you want to see on ATV/snowmachine trails?

**Would you support the construction of new pedestrian and bicycle facilities (wider shoulders, footbridges, non-motorized paths, etc.)?**



**Figure 18.** Support for new pedestrian and bicycle infrastructure

## Community Road Show

To introduce CRV-RPO area community members to the LRTP and encourage participation in its development, CRV-RPO hosted a series of five public informational meetings, including four in-person meetings and one virtual meeting. These meetings provided an overview of CRV-RPO's role, the purpose and scope of the LRTP, and how the plan will guide regional transportation priorities over the next 20 years. The combination of in-person and virtual formats was intended to maximize accessibility, allowing residents from different communities and geographic areas to learn about the planning process, ask questions, and understand how they could provide input as the plan developed.

### In-Person Meetings

- **McCarthy:** August 18, 2025
- **Mentasta:** November 13, 2025
- **Chistochina:** November 20, 2025
- **Glennallen:** January 15, 2026

## Virtual Meeting

- January 8, 2026

## Advisory Group

A key aspect of the community involvement plan was the establishment of an advisory group composed of diverse representatives from various local interests including freight, tourism, recreation, tribes, health care, emergency services, and education. The primary objective of the advisory group was to collect feedback on regional transportation needs, goals, and the draft list of project priorities.

The project team initially planned to conduct three virtual meetings with the advisory group but found after some effort that participants' availability varied significantly, making it extremely difficult to identify a single meeting time that would work for everyone. The decision was then made to streamline efforts and receive input from the advisory group via two surveys sent out in February 2026 and June 2026.

The first survey was sent via email to 21 potential advisors on February 20, 2026 and requested input on the LRTP's draft vision, goals, and objectives. In addition to a link to the survey, the email included a slide presentation providing basic information about the plan and CRV-RPO, advisory group FAQs, a community survey results summary, and the existing conditions report. Over the next month, several follow-up phone calls were placed to advisory group members to encourage participation. The survey was closed on March 21, 2026. Results from this survey can be found in **Appendix X**.

The second survey was sent to the advisory group on June 20, 2026, focusing on the recommended project list divided into short-term, medium-term, and long-term implementation. The survey closed on July 8, 2026.

In addition to the two surveys, a virtual listening session was held for the advisory group on June 20, 2026.

## Social Media & Email Notifications

### Social Media

The planning team used social media to communicate with residents primarily through the [Copper Valley Development Association's Facebook page](#). This platform helped extend the reach of project information by sharing updates about the LRTP process, public involvement opportunities, and key milestones with a broad local audience. Using an established

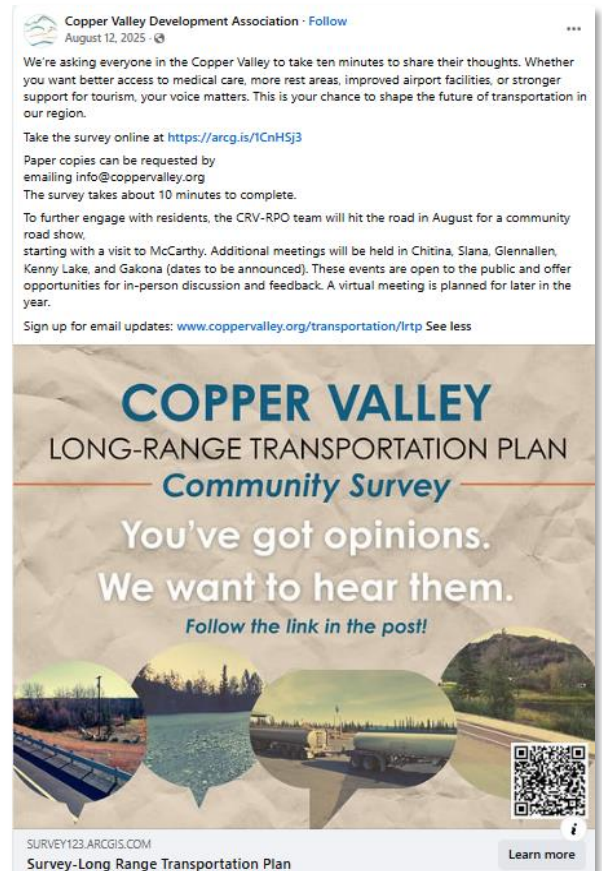


Figure 19. Social media post encouraging participation in the community survey

## Sign up for transportation updates!

Receive occasional information about the Copper River Valley - Regional Planning Organization's Long-Range Transportation Plan, including opportunities to comment, public meeting notices, and more.

### \* Email

### Community

By submitting this form, you are consenting to receive marketing emails from: Michael Baker International, 500 Grant Street, Suite 5400, Pittsburgh, PA, 15219, US, <http://www.mbakeriall.com>. You can revoke your consent to receive emails at any time by using the [SafeUnsubscribe®](#) link, found at the bottom of every email. [Emails are serviced by Constant Contact.](#)

**Sign up!**

Figure 20. An option to sign up for email updates was available on the CRV-RPO webpage

community page allowed CRV-RPO to connect with residents in a familiar and accessible way, encouraging awareness and participation throughout the planning process.

## Email Updates

Additionally, CRV-RPO communicated with community members through email updates sent to individuals who signed up to receive project information. These emails were used to share updates about upcoming public meetings, survey opportunities, and other engagement activities related to the LRTP (Table 8). Using an opt-in email list allowed CRV-RPO to provide consistent, direct communication to interested residents and stakeholders throughout the planning process.

| Date Sent         | Email Subject Line                              | Open Rate | Click Rate |
|-------------------|-------------------------------------------------|-----------|------------|
| July 30, 2025     | CVDA LRTP – Survey and Roadshow Notice 1        | 70%       | 67%        |
| December 29, 2025 | CVDA LRTP – Road Show Virtual Meeting           | 70%       | 22%        |
| January 6, 2026   | CVDA LRTP – Reminder: Road Show Virtual Meeting | 78%       | 17%        |

Table 8: Emails sent to the opt-in email list

# Vision, Goals, Objectives

## Vision

The Copper Valley Long-Range Transportation Plan envisions a safe, accessible, resilient, and well-maintained multimodal transportation system that supports environmental stewardship and subsistence lifestyles and prioritizes movement and connectivity for people, freight, and emergency and medical services within and through the region.

## Goals & Objectives

The following goals and objectives were developed based on feedback received from the public survey and at community road shows. They were reviewed by the advisory group and modified based on that additional feedback.

Below you will find each goal, the related objectives, and, in some cases, additional context to help clarify why we included it or worded it in a particular way.

### Goal 1: Preserve and Maintain Existing Infrastructure

Improve year-round maintenance on existing roads, airports, and paths across the region

**Objective 1:** Consistently invest in pavement preservation and rehabilitation projects across the surface transportation network

**Objective 2:** Identify and develop new or expanded quality material sources within the Copper Valley region

*Additional context: Ahtna, Inc. owns most existing material sites and the land upon which new sites could be developed in the Copper Valley region. Guidance, input, and collaboration with Ahtna is essential to achieving this objective. Remediation of material sites will be included in all discussions and planning.*

**Objective 3:** Advocate for and maintain adequate staffing levels and equipment resources at all DOT&PF maintenance stations

**Objective 4:** Develop schedule for regular grading and brush-clearing at DOT&PF-owned gravel airports and air strips within the region, using contractor or DOT&PF resources as necessary

**Objective 5:** Partner with community groups and tribes to improve year-round maintenance of pedestrian and bicycle paths

## Goal 2: Improve System Resilience and Safety

Reduce safety risks and improve resilience to erosion, permafrost, extreme weather, and seasonal conditions across all transportation modes

**Objective 1:** Explore the use of safety grants to fund spot or systemic traffic safety countermeasures and safety improvement projects

**Objective 2:** Install improved weather stations and cameras at airports to improve aviation safety, in consultation with FAA as needed

**Objective 3:** Ensure bridge replacement and drainage projects support fish habitat through appropriate and sustainable fish passage

**Objective 4:** Identify areas of the transportation network vulnerable to erosion and prioritize action based on severity and probability of impact

***Additional context:** All projects developed using federal funds must follow federal regulations including National Environmental Policy Act (NEPA) processes. NEPA requires agencies to review how each project may impact the human environment, including the probability of downstream erosion and other impacts on private property.*

## Goal 3: Pursue Facility Improvements That Improve Emergency and Medical Access

Ensure the transportation system supports reliable access to emergency services and medical care of all Copper Valley communities

**Objective 1:** Invest in instrument landing systems and increased lighting at airports to allow aircraft access in low visibility conditions

**Objective 2:** Develop projects in the Gulkana Airport Layout Plan that improve access for wildland firefighters and other emergency and medical aircraft

***Additional context:** The Gulkana Airport plays a key role in emergency and disaster response as the primary aviation facility in the area, the only paved asphalt runway, the only aviation facility with communication systems and navigational aids, and the only airport with regularly scheduled commercial air service. A key component of the Gulkana Airport Layout Plan that serves emergency and medical access is construction of a regional emergency services hangar.*

**Objective 3:** Establish working group between Alaska DOT&PF, the Alaska Department of Natural Resources, and local emergency managers to develop plans for safe evacuation routes and emergency response during wildland fires and other natural disasters

## Goal 4: Enhance Long-Distance and Rural Connectivity

Improve facilities and services that support long-distance travel and freight movement

**Objective 1:** Advocate for dedicated staff and resources to perform regular winter maintenance activities at pullouts

***Additional context:** This objective acknowledges that DOT&PF maintenance staff are not able to plow pullouts at the same time they plow mainline highways. CRV-RPO supports DOT&PF's priority to clear mainline highways with high-speed plows first and recognizes that it is not feasible to stop and plow each pullout during its initial mainline pass. Further, the equipment used to clear pullouts is often different than the equipment used to plow the mainline, which is why dedicated staff and resources are the best option to improving pullout maintenance in the winter.*

**Objective 2:** Explore funding to install additional vault toilets at pullouts and rest areas

**Objective 3:** Explore partnerships with regional community groups to initiate regular trash service and toilet maintenance at pullouts

**Objective 4:** Install additional signs to notify drivers of distances between services, upcoming rest areas, and slow-moving vehicle pullout laws

***Additional context:** Signs like those described above can be included in the design of capital improvement projects, which means they can be funded through federal transportation dollars instead of state or local funding.*

**Objective 5:** Encourage the State of Alaska to develop access roads when disposing of lands for subdivision development, and encourage removal of roads from existing plat maps where they do not exist

## Goal 5: Strengthen Active Transportation and Transit Options

Advocate for practical, community support non-motorized and transit options that promote healthy lifestyles and improve access for those with limited mobility

**Objective 1:** Work with existing transit providers to explore sustainable funding and expansion of services

**Objective 2:** Expand multi-use separated path system along major routes, prioritizing connections between communities and to destinations like schools

**Objective 3:** Incorporate safe pedestrian facilities into bridge replacement and rehabilitation projects, especially in tourist and fish destinations

**Objective 4:** Work with agencies and local sponsors to initiate a community adopt-a-trail program to improve surface conditions and routine maintenance on trails

***Additional context:** Many trails in the Copper Valley region run along easements through private land. In these cases, landowners must be considered in all trail maintenance decisions and activities.*

## Projects & Actions

To fulfill the goals and objectives described in the previous chapter, CRV-RPO has identified a list of projects and actions to be implemented over the next 20 years.

## How the lists were developed

The following projects and actions were identified to achieve the goals and objectives described above. Some projects and actions fulfill more than one objective. To develop these lists, CRV-RPO synthesized data from multiple sources:

**Alaska DOT&PF's Statewide Transportation Improvement Program (STIP):** The STIP includes projects and programs funded through the FHWA and FTA over a four-year period. It is a fiscally constrained document, which means it can only include projects that can reasonably be funded. The STIP does not include state-funded projects, but no state-funded projects are currently planned for the region. The STIP also does not include projects funded through FAA and other sources.

**Airport Improvement Plan (AIP):** This document lists all Federal Aviation Administration grants planned for airports statewide. In FFY2025, DOT&PF airports received approximately \$321M in grants, and other Alaska airport sponsors received \$43M.

**Other plans:** This LRTP is one of several plans that cover the Copper Valley Region. CRV-RPO's intent is to align this plan with other planning efforts, which includes incorporating projects identified in other plans such as CVDA's Comprehensive Economic Development Strategy (CEDS), the Interior Alaska Transportation Plan (IATP), and the McCarthy Road Planning and Environmental Linkages Study (PEL).

**Community feedback:** CRV-RPO received feedback from community members through an online survey and several community meetings. It also solicited feedback from an advisory group comprised of local stakeholders. This feedback provided the foundation for the development of the goals and objectives and several projects and actions.

**Bridge condition report:** CRV-RPO reviewed the conditions of all bridges in the Copper Valley Region as reported by Alaska DOT&PF's Bridge Section, and recommended replacement for bridges listed in poor condition that were past their intended service life.

**Existing conditions and transportation needs:** CRV-RPO reviewed the existing condition of the transportation network in the Copper Valley region and determined where there were unmet needs that projects and actions could address.

**Goals and objectives:** After data was collected from these sources, CRV-RPO reviewed the goals and objectives to identify gaps. It brainstormed how additional projects and actions could support the remaining goals and objectives.

## Projects

The following table lists each transportation project recommended by this LRTP to be constructed over the next 20 years in the Copper Valley Region. The project is sorted by how quickly it is expected constructed: short-term (0-5 years), medium-term (5-10 years), or long-term (10-20 years).

### Short-term projects

| Project Name                                            | Description                                                                                                     | Estimated Cost | Goal & Objective Addressed | Source                   |
|---------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------|----------------|----------------------------|--------------------------|
| Copper River and Klutina River Boat Access Improvements | Construct non-motorized boat access to the Copper River, and improve motorized boat access to the Klutina River | \$1,500,000    | G4/O2/O3                   | CEDS/Existing Conditions |

|                                                         |                                                                                                                                                                                                                                                                                                |              |              |                                 |
|---------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|--------------|---------------------------------|
| Copper Valley Pullout and Wayside Improvements          | Evaluate Copper Valley RPO region's major routes for gaps in adequate pullouts. Construct or expand pullouts, to include wayside (restroom, trash, picnic) facilities as needed                                                                                                                | \$3,000,000  | G4/O2/O3/O4  | CEDS/LRTP survey                |
| Copper Valley Trail Marking                             | Mark existing designated trails for wayfinding and to reduce impacts of informal trails                                                                                                                                                                                                        | \$100,000    | G5/O4        | LRTP survey                     |
| Edgerton Highway MP 19-24 Rehabilitation                | Rehabilitate roadway including guardrail from MP 19-24 on the Edgerton Highway                                                                                                                                                                                                                 | \$18,000,000 | G1/O1, G2/O3 | Existing Conditions             |
| Edgerton Highway MP 29-32 Rehabilitation                | Rehabilitate roadway including guardrail from MP 29-32 on the Edgerton Highway                                                                                                                                                                                                                 | \$12,000,000 | G1/O1, G2/O3 | Existing Conditions             |
| Glenn Highway MP 158-172 Rehabilitation                 | Rehabilitate the Glenn Highway between Mileposts 158 and 172. Project work includes drainage improvements, intersection improvements, roadside hardware, and utilities                                                                                                                         | \$32,000,000 | G1/O1, G2/O3 | STIP                            |
| Glenn/Richardson Highway ROW Reconciliation             | Reconcile right-of-way and encroachment conflicts along the Glenn and Richardson Highways near Glennallen Alaska, to allow for completion of future federal projects. This work may include right-of-way research, appraisals, purchases and other activities necessary to eliminate conflicts | \$ -         | G1/O1        | State Funds/Existing Conditions |
| Glennallen Hydraulic and Hydrologic Study               | Conduct an H&H study of the drainage areas around Glennallen (Moose Creek and Trooper Creek) to make future recommendations for improved drainage structures and resiliency                                                                                                                    | \$400,000    | G2/O3/O4     | Existing Conditions             |
| Lake Louise Road MP 0-9 Resurfacing                     | Resurface Lake Louise Road from MP 0 to 9                                                                                                                                                                                                                                                      | \$5,000,000  | G1/O1        | Existing Conditions             |
| McCarthy Road Kennicott River Erosion Control (MP 59.3) | Construct erosion control at Kennicott River. Project would include installation of armor rock and spur dikes                                                                                                                                                                                  | \$11,500,000 | G2/O3/O4     | McCarthy PEL                    |
| McCarthy Road MP 0 to 21 Drainage Improvements          | Construct drainage improvements along the McCarthy Road from the                                                                                                                                                                                                                               | \$7,000,000  | G2/O3/O4     | McCarthy PEL                    |

|                                                               |                                                                                                                                                                        |              |                     |                     |
|---------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|---------------------|---------------------|
|                                                               | rock cut east of Chitina to approximately 4 miles east of the Kuskulana River crossing                                                                                 |              |                     |                     |
| McCarthy Road MP 21 to 43 Drainage Improvements               | Construct drainage improvements along the McCarthy Road from approximately 4 miles east of the Kuskulana River crossing to east of Lakina River                        | \$6,600,000  | G2/O3/O4            | McCarthy PEL        |
| McCarthy Road MP 29 Gilahina River Bridge (#1194) Replacement | Replace the Gilahina bridge #1194 at MP 29 on the McCarthy Road with a twolaned bridge with higher clearance                                                           | \$6,400,000  | G2/O3, G5/O3        | McCarthy PEL        |
| McCarthy Road MP 3-16 Pavement Preservation                   | Restore high float surface treatment or pave McCarthy Road from MP 3 to 16                                                                                             | \$10,000,000 | G1/O1, G2/O3        | Existing Conditions |
| McCarthy Road MP 43 to 63 Drainage Improvements               | Construct drainage improvements along the McCarthy Road from east of Lakina River to south of the Kennicott subdivision                                                | \$8,600,000  | G2/O3/O4            | McCarthy PEL        |
| Nabesna Road Corridor Study                                   | Evaluate drainage, washboarding, and potential material sites on the Nabesna Road                                                                                      | \$1,000,000  | G1/O1/O2, G2/O3/O4  | CEDS                |
| Old Edgerton Highway Rehabilitation                           | Rehabilitate the Old Edgerton Highway (approximately 11 miles)                                                                                                         | \$4,000,000  | G1/O1, G2/O3        | Existing Conditions |
| Richardson Highway MP 113 Reconstruction                      | Reconstruct the Richardson Highway at milepost 113. Project includes drainage improvements, roadside hardware, and utilities                                           | \$9,000,000  | G1/O1, G2/O3, G2/O4 | STIP                |
| Richardson Highway MP 115-148 Rehabilitation                  | Rehabilitate the Glenn Highway between Mileposts 115 and 148. Project work includes drainage improvements, intersection improvements, roadside hardware, and utilities | \$32,000,000 | G1/O1, G2/O3        | STIP                |
| Richardson Highway MP 148-173 Reconstruction                  | Complete the third stage of this reconstruction project (MP 167-173)                                                                                                   | \$40,000,000 | G1/O1, G2/O3        | STIP                |
| Richardson Highway MP 173-185 Reconstruction                  | Reconstruct and widen the Richardson Highway from PM 173 to 185 (Meiers Lake to Paxson)                                                                                | \$60,000,000 | G1/O1, G2/O3        | Existing Conditions |
| Richardson Highway MP 197 Gunn Creek Bridge #578 Replacement  | Replace Gunn Creek Bridge at Richardson Highway MP 197, including construction of pedestrian facilities                                                                | \$15,000,000 | G5/O3               | Bridge data         |

|                                            |                                                                                                                                                                                                                                                |                      |                     |                     |
|--------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|---------------------|---------------------|
| Richardson Highway MP 65-80 Rehabilitation | Rehabilitate the Richardson Highway between Milepost 65-80. Improvements include replacing Tonsina River Bridge #569 and rehabilitating Squirrel Creek Bridge #570. Work also includes roadside hardware, drainage improvements, and utilities | \$58,000,000         | G1/O1, G2/O3, G5/O3 | STIP                |
| Tazlina Terrace Resurfacing                | Resurface Tazlina Terrace                                                                                                                                                                                                                      | \$1,500,000          | G1/O1               | L RTP Survey        |
| Tok Cutoff 0-8 Resurfacing                 | Resurface the Tok Cutoff Highway between MP 0-8. Project includes bridge work (#646), drainage improvements, roadside hardware, and utilities                                                                                                  | \$11,000,000         | G1/O1, G2/O3, G5/O3 | STIP                |
| Tok Cutoff 8-22 Rehabilitation             | Rehabilitate the Tok Cutoff Highway between MP 8-22. Project includes bridge work (#1250), drainage improvements, roadside hardware, and utilities                                                                                             | \$37,000,000         | G1/O1, G2/O3, G5/O3 | STIP                |
| Tok Cut-Off Material Site Reconnaissance   | Work with DOT&PF to explore viable options for more permitted quality material sources along the Tok Cut-Off                                                                                                                                   | \$250,000            | G1/O2               | Existing Conditions |
| Tok Cutoff MP 76-91 Rehabilitation         | Rehabilitate the Tok Cutoff Highway between MP 76-91. Project includes bridge work (#656, #657, and #658), drainage improvements, roadside hardware, and utilities                                                                             | \$45,000,000         | G1/O1, G2/O3, G5/O3 | STIP                |
| <b>Total cost of short-term projects</b>   |                                                                                                                                                                                                                                                | <b>\$435,850,000</b> |                     |                     |

Table 9. Short-term projects

## Medium-term projects

| Project Name                                        | Description                                                                            | Estimated Cost | Goal & Objective Addressed | Source              |
|-----------------------------------------------------|----------------------------------------------------------------------------------------|----------------|----------------------------|---------------------|
| Brenwick-Craig Road MP 0-1 Resurfacing              | Resurface the first mile of Brenwick-Craig Road                                        | \$3,000,000    | G1/O1                      | Existing Conditions |
| Edgerton Highway MP 0-4 Bicycle/Pedestrian Facility | Extend existing bicycle/pedestrian path in Kenny Lake toward the Richardson Highway    | \$3,000,000    | G5/O2                      | IATP                |
| Glenn Highway MP 172-189 Rehabilitation             | Rehabilitate the Glenn Highway and shared use path from MP 172 to MP 189 (Glennallen.) | \$68,000,000   | G1/O1<br>G2/O3             | Existing Conditions |

|                                                                     |                                                                                                                                          |              |              |              |
|---------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------|--------------|--------------|--------------|
| Implement the Gulkana Airport Layout Plan                           | Build EMS hangar, extend runway, develop float pond, and construct lease lots                                                            | \$ -         | G3/O1/O2     | CEDS         |
| McCarthy Road Kennicott River Footbridge (#6004) Rehabilitation     | Rehabilitate the pedestrian bridge at Kennicott River, just east of MP 59 to improve the bridge condition and extend its service life    | \$2,000,000  | G2/O3, G5/O3 | McCarthy PEL |
| McCarthy Road MP 0 to 15 Rehabilitation                             | Rehabilitate the McCarthy Road from near the rock cut located east of Chitina to Strelna Creek                                           | \$16,100,000 | G1/O1        | McCarthy PEL |
| McCarthy Road MP 15 to 27 Rehabilitation                            | Rehabilitate the McCarthy Road between Strelna Creek and Chokosna River                                                                  | \$17,000,000 | G1/O1        | McCarthy PEL |
| McCarthy Road MP 27 to 44 Rehabilitation                            | Rehabilitate the McCarthy Road between Chokosna River and Lakina River                                                                   | \$24,000,000 | G1/O1        | McCarthy PEL |
| McCarthy Road MP 40.2 Ruth Creek Culvert Replacement                | Construct a fish passage culvert at Ruth Creek near MP 40.2 and reconstruct and resurface approximately 715 feet of the McCarthy Road    | \$2,300,000  | G2/O3/O4     | McCarthy PEL |
| McCarthy Road MP 44 to 48.5 Reconstruction                          | Reconstruct approximately 4.5 miles of the McCarthy Road along Long Lake in its existing alignment                                       | \$14,900,000 | G1/O1, G2/O3 | McCarthy PEL |
| McCarthy Road MP 44 to 59 Rehabilitation                            | Rehabilitate the McCarthy Road between Lakina River and Kennicott River                                                                  | \$25,900,000 | G1/O1        | McCarthy PEL |
| McCarthy Road MP 47.9 Long Lake Creek/Tributary Culvert Replacement | Construct a fish passage culvert at Long Lake Creek/Tributary near MP 47.9 and reconstruct a portion of the McCarthy Road nearby         | \$3,500,000  | G2/O3/O4     | McCarthy PEL |
| McCarthy Road MP 56.1 Swift Creek Culvert Replacement               | Construct a fish passage culvert at Swift Creek near MP 56.1 and reconstruct and resurface approximately 1,065 feet of the McCarthy Road | \$3,000,000  | G2/O3/O4     | McCarthy PEL |
| McCarthy Road MP 58 Reconstruction                                  | Reconstruct 0.3 mile of the McCarthy Road near MP 58 in its existing alignment                                                           | \$5,000,000  | G1/O1, G2/O3 | McCarthy PEL |
| McCarthy Road MP 59 to 63 Rehabilitation                            | Rehabilitate the McCarthy Road between Kennicott River and Kennicott subdivision                                                         | \$8,900,000  | G1/O1        | McCarthy PEL |
| McCarthy Road MP 59.5 to 59.7 Reconstruction                        | Reconstruct the McCarthy Road between MP 59.5 and MP 59.7                                                                                | \$1,900,000  | G1/O1, G2/O3 | McCarthy PEL |
| McCarthy Road MP 59.8 Clear Creek Culvert Replacement               | Construct a fish passage culvert at Clear Creek near MP 59.8 and reconstruct and                                                         | \$2,500,000  | G2/O3/O4     | McCarthy PEL |

|                                                    |                                                                                                                     |              |              |                     |
|----------------------------------------------------|---------------------------------------------------------------------------------------------------------------------|--------------|--------------|---------------------|
|                                                    | resurface approximately 945 feet of the McCarthy Road                                                               |              |              |                     |
| Richardson Highway MP 185-200 Reconstruction       | Reconstruct and widen the Richardson Highway from MP 185-200. Match project limits to Gunn Creek Bridge Replacement | \$90,000,000 | G1/O1, G2/O3 | Existing Conditions |
| Silver Springs Subdivision Improvements            | Repave Silver Springs Road (MP 0.5-1.5) in Copper Center                                                            | \$2,500,000  | G1/O1        | CEDS                |
| Soaring Eagle Transit Service Center               | Construct transit center                                                                                            | \$15,000,000 | G5/O1        | CEDS                |
| Tok Cutoff 0-5 Bicycle/Pedestrian Facility         | Construct a separated multi-use path along Tok Cutoff Highway between MP 0-5. Project includes pedestrian bridge    | \$12,000,000 | G5/O2        | L RTP Survey        |
| Trail Creek Bridge #660 (91 Mile Loop) Replacement | Replace Trail Creek Bridge on 91 Mile Loop                                                                          | \$8,000,000  | G5/O3        | Bridge data         |

**Total cost of medium-term projects \$328,500,000**

Table 10. Medium-term projects

## Long-term projects

| Project Name                                          | Description                                                                                                                                                    | Estimated Cost | Goal & Objective Addressed | Source            |
|-------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|----------------------------|-------------------|
| McCarthy Road MP 1.5 to 3 Reconstruction              | Realign approximately 1.5 miles of the McCarthy Road from MP 1.5 to 3 onto the dry Kotsina riverbed, away from and off the Kotsina Bluffs and landslide hazard | \$72,100,000   | G1/O1, G2/O3               | McCarthy PEL      |
| McCarthy Road Pullouts between McCarthy and Kennicott | Construct pullouts along the McCarthy Road between MP 60 to 63. Project would include signage                                                                  | \$1,200,000    | G4/O1/O2/O3/O4             | McCarthy PEL      |
| Tazlina River Pedestrian Bridge                       | Construct a separate pedestrian bridge or separated facility on existing Tazlina Bridge, including lighting                                                    | \$10,000,000   | G5/O3                      | CEDS/L RTP survey |

**Total cost of long-term projects \$83,300,000**

Table 11. Long-term projects

## Actions

Capital projects cannot address all LRTP objectives; some must be accomplished through coordination, advocacy, and other actions. The actions listed below are intended to be initiated or led by CRV-RPO, but many will require external coordination with tribes, government agencies, non-profits, community members, local groups, and Alaska DOT&PF.

The Implementation & Metrics chapter has more details about how and when the following actions may be completed.

| Action                                                                                                                                                                                | Goal & Objective Addressed |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|
| Advocate for maintenance needs across the region                                                                                                                                      | G1/O3/O4/O5, G4/O1/O3      |
| Meet with DOT&PF planning staff semi-annually to explore safety funding opportunities                                                                                                 | G2/O1                      |
| Collect inventory of aviation weather, navigation, lighting, and safety equipment at all airports in the Copper Valley Region to identify needs; advocate for these needs with DOT&PF | G2/O2, G3/O1               |
| Cultivate regional partnerships and track opportunities among regional agencies and non-profits to fund culvert replacements                                                          | G2/O3                      |
| Collect and review regional airport Capital Improvement and Maintenance Program (CIMP) inspection reports and advocate for reported needs with DOT&PF planning staff                  | G3/O1                      |
| Appoint CRV-RPO member to lead the establishment and activities of an emergency preparedness working group                                                                            | G3/O3                      |
| Pursue grant funding from the Community Transportation and Transportation Alternatives Programs to fund the construction of new vault toilets at existing or new pull-outs            | G4/O2                      |
| Advocate for the inclusion of additional service and rest area signs during the development of road improvement projects                                                              | G4/O4                      |
| Advocate for DOT&PF to replace missing signs that are listed in their sign inventory                                                                                                  | G4/O4                      |
| Write formal letter to the Alaska Department of Natural Resources requesting removal of roads with existing plat maps where they do not exist                                         | O4/O5                      |
| Advocate for construction of access roads during the public notice and comment period phase of all DNR land sales                                                                     | O4/O5                      |
| Explore options for and feasibility of microtransit programs in the Copper Valley Region                                                                                              | G5/O1                      |
| Complete Safe Streets for All plan, including exploring path connections in Tazlina and Kenny Lake, and pedestrian facilities on bridges                                              | G5/O2                      |
| Advocate for speed evaluation at Tazlina River Bridge, to include consideration of seasonal speed limit, if practical                                                                 | G5/O3                      |
| Explore establishing an Adopt-A-Trail program                                                                                                                                         | G5/O4                      |

**Table 12.** Actions

## Implementation & Metrics

### Implementation Framework (maybe delete section header?)

This chapter provides a roadmap for how to implement the projects and actions in this LRTP. As a non-governmental agency with limited funding and resources, CRV-RPO's primary role is to champion, advocate, coordinate, and track progress.

### Roles and Responsibilities

Federal funding for capital transportation improvement projects is passed through Alaska DOT&PF, who ultimately makes decisions about where to invest its transportation dollars. This LRTP is a communication tool for DOT&PF to better understand regional transportation priorities, but it does not guarantee funding for its projects.

The table below lists select major transportation stakeholders and their role in implementing this plan.

| Entity/Group | Role |
|--------------|------|
|--------------|------|

|                                                                     |                                                                                                                                                           |
|---------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------|
| CRV-RPO                                                             | Take public comment, advocate for LRTP projects, coordinate and lead actions, track progress on goals and objectives, update the LRTP as needed           |
| Alaska DOT&PF                                                       | Fund and develop capital transportation improvement projects, conduct regional and statewide planning, coordinate with CRV-RPO, track performance metrics |
| Tribal Governments                                                  | Coordinate and partner with CRV-RPO, collaborate on funding opportunities, advocate for tribal members' needs <sup>6</sup>                                |
| Native Corporations                                                 | Coordinate and collaborate on issues involving land management including material sites and trails                                                        |
| Members of the public, community organizations, and interest groups | Advocate for transportation needs to CRV-RPO, submit comments on CRV-RPO activities                                                                       |

**Table 13.** Implementation roles and responsibilities

## Funding and Partnerships

[This section may list various funding programs in more detail, and the funding agencies that administer them.]

As the agency with ownership of the majority of the CRV-RPO area's road network, fund sources available to DOT&PF are the most viable option for funding the recommended projects. However, other potential partners with interests in the region may be able to contribute to certain projects, subject to the limitations of their fund sources. Potential project partners include:

- Alaska Department of Fish & Game
- National Park Service
- US Fish & Wildlife Service
- FHWA/Western Federal Lands
- Copper River Watershed

As in most areas of Alaska, the CRV-RPO area's transportation capital needs far exceed anticipated available funding. Accordingly, the project needs list for the region's first LRTP is not fiscally constrained in order to illustrate the full extent of needs. It is recommended that CRV-RPO work closely with DOT&PF and potential partners to prioritize and fund projects in the short, mid, and long-terms.

## Project and Action Phasing

### Projects

The previous chapter listed each project and its general timeline (short-, medium-, and long-term). The table below provides information about funding sources and other implementation notes.

Add any acronym definitions

| Project Name                                            | Term  | Estimated Cost | Potential Funding Sources and Notes                                                               |
|---------------------------------------------------------|-------|----------------|---------------------------------------------------------------------------------------------------|
| Copper River and Klutina River Boat Access Improvements | Short | \$1,500,000    | STIP STBG, <a href="#">Dingell-Johnson</a>                                                        |
| Copper Valley Pullout and Wayside Improvements          | Short | \$3,000,000    | STIP STBG funds, Transportation Alternatives Program                                              |
| Copper Valley Trail Marking                             | Short | \$100,000      | <a href="#">Transportation Alternatives Program</a> , <a href="#">Recreational Trails Program</a> |

<sup>6</sup> Government-to-government relations cannot be conducted by CRV-RPO since it is a non-governmental organization. All official tribal consultations must be conducted by Alaska DOT&PF or another government agency.

|                                                               |       |              |                                                                                                                                        |
|---------------------------------------------------------------|-------|--------------|----------------------------------------------------------------------------------------------------------------------------------------|
| Edgerton Highway MP 19-24 Rehabilitation                      | Short | \$18,000,000 | STIP STBG funds or DOT&PF preservation allocations                                                                                     |
| Edgerton Highway MP 29-32 Rehabilitation                      | Short | \$12,000,000 | STIP STBGP funds or DOT&PF preservation allocations                                                                                    |
| Glenn Highway MP 158-172 Rehabilitation                       | Short | \$32,000,000 | Funded through STIP, active project in environmental and design phase                                                                  |
| Glenn/Richardson Highway ROW Reconciliation                   | Short | \$ -         | State funds. Federal funding is likely ineligible for this activity.                                                                   |
| Glennallen Hydraulic and Hydrologic Study                     | Short | \$400,000    | STIP (National Highway Performance Program, or NHPP), Tribal Transportation Program, PROTECT planning grant                            |
| Lake Louise Road MP 0-9 Resurfacing                           | Short | \$5,000,000  | STIP STBG funds or DOT&PF preservation allocations                                                                                     |
| McCarthy Road Kennicott River Erosion Control (MP 59.3)       | Short | \$11,500,000 | FLAP, NSFLTP (depending on cost and significance), PROTECT                                                                             |
| McCarthy Road MP 0 to 21 Drainage Improvements                | Short | \$7,000,000  | PROTECT formula funds, STBG, NHPP (only for protective features such as adding drainage structures), PROTECT discretionary grant, FLAP |
| McCarthy Road MP 21 to 43 Drainage Improvements               | Short | \$6,600,000  | PROTECT formula funds, STBG, NHPP (only for protective features), PROTECT discretionary grant, FLAP                                    |
| McCarthy Road MP 29 Gilahina River Bridge (#1194) Replacement | Short | \$6,400,000  | BFP, BIP, STBG, NHPP (only for protective features), FLAP, HSIP, BUILD (only if ROW is not on federally owned lands)                   |
| McCarthy Road MP 3-16 Pavement Preservation                   | Short | \$10,000,000 |                                                                                                                                        |
| McCarthy Road MP 43 to 63 Drainage Improvements               | Short | \$8,600,000  | PROTECT formula funds, PROTECT discretionary grant, FLAP, STBG, NHPP (only for protective features)                                    |
| Nabesna Road Corridor Study                                   | Short | \$1,000,000  | STIP (STBG), Tribal Transportation Program, PROTECT planning grant                                                                     |
| Old Edgerton Highway Rehabilitation                           | Short | \$4,000,000  | STIP STBG funds or DOT&PF preservation allocations                                                                                     |
| Richardson Highway MP 113 Reconstruction                      | Short | \$9,000,000  | Funded through STIP, active project in environmental and design phase                                                                  |
| Richardson Highway MP 115-148 Rehabilitation                  | Short | \$32,000,000 | Funded through STIP, active project in environmental and design phase                                                                  |
| Richardson Highway MP 148-173 Reconstruction                  | Short | \$40,000,000 | Funded through STIP, active project in construction phase                                                                              |
| Richardson Highway MP 173-185 Reconstruction                  | Short | \$60,000,000 | STIP (NHPP)                                                                                                                            |
| Richardson Highway MP 197 Gunn Creek Bridge #578 Replacement  | Short | \$15,000,000 | STIP (NHPP), Bridge Investment Program, Bridge Formula Program                                                                         |
| Richardson Highway MP 65-80 Rehabilitation                    | Short | \$58,000,000 | Funded through STIP, active project in environmental and design phase                                                                  |
| Tazlina Terrace Resurfacing                                   | Short | \$1,500,000  | STIP STBG funds or DOT&PF preservation allocations                                                                                     |
| Tok Cutoff 0-8 Resurfacing                                    | Short | \$11,000,000 | Funded through STIP, active project in environmental and design phase                                                                  |

|                                                                     |        |              |                                                                                                                                                                  |
|---------------------------------------------------------------------|--------|--------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Tok Cutoff 8-22 Rehabilitation                                      | Short  | \$37,000,000 | Funded through STIP, active project in environmental and design phase                                                                                            |
| Tok Cut-Off Material Site Reconnaissance                            | Short  | \$250,000    | STIP (NHPP), potential private landowners interested in development                                                                                              |
| Tok Cutoff MP 76-91 Rehabilitation                                  | Short  | \$45,000,000 | Funded through STIP, active project in environmental and design phase                                                                                            |
| Brenwick-Craig Road MP 0-1 Resurfacing                              | Medium | \$3,000,000  | STIP STBG funds or DOT&PF preservation allocations                                                                                                               |
| Edgerton Highway MP 0-4 Bicycle/Pedestrian Facility                 | Medium | \$3,000,000  | STIP (STBG), <a href="#">Transportation Alternatives Program</a>                                                                                                 |
| Glenn Highway MP 172-189 Rehabilitation                             | Medium | \$68,000,000 | STIP (NHPP--once ROW encroachments resolved)                                                                                                                     |
| Implement the Gulkana Airport Layout Plan                           | Medium | Varies       | Aviation Improvement Program                                                                                                                                     |
| McCarthy Road Kennicott River Footbridge (#6004) Rehabilitation     | Medium | \$2,000,000  | Bridge Investment Program                                                                                                                                        |
| McCarthy Road MP 0 to 15 Rehabilitation                             | Medium | \$16,100,000 | PROTECT formula funds (for drainage features), STBG, NHPP (only for protective features), PROTECT discretionary grant (for drainage features), FLAP, HSIP, BUILD |
| McCarthy Road MP 15 to 27 Rehabilitation                            | Medium | \$17,000,000 | PROTECT formula funds (for drainage features), STBG, NHPP (only for protective features), PROTECT discretionary grant (for drainage features), HSIP, FLAP, BUILD |
| McCarthy Road MP 27 to 44 Rehabilitation                            | Medium | \$24,000,000 | PROTECT formula funds (for drainage features), STBG, NHPP (only for protective features), PROTECT discretionary grant (for drainage features), HSIP, FLAP, BUILD |
| McCarthy Road MP 40.2 Ruth Creek Culvert Replacement                | Medium | \$2,300,000  | Culverts AOP, STBG, BFP, BIP, FLAP                                                                                                                               |
| McCarthy Road MP 44 to 48.5 Reconstruction                          | Medium | \$14,900,000 | STBG, FLAP, HSIP, BUILD (only if ROW is not federally owned lands)                                                                                               |
| McCarthy Road MP 44 to 59 Rehabilitation                            | Medium | \$25,900,000 | PROTECT formula funds (for drainage features), STBG, NHPP (only for protective features), PROTECT discretionary grant (for drainage features), HSIP, FLAP, BUILD |
| McCarthy Road MP 47.9 Long Lake Creek/Tributary Culvert Replacement | Medium | \$3,500,000  | Culverts AOP, STBG, BFP, BIP, FLAP                                                                                                                               |
| McCarthy Road MP 56.1 Swift Creek Culvert Replacement               | Medium | \$3,000,000  | Culverts AOP, STBG, BFP, BIP, FLAP                                                                                                                               |
| McCarthy Road MP 58 Reconstruction                                  | Medium | \$5,000,000  | PROTECT formula funds (for resilience features), STBG, NHPP (only for protective features), FLAP, HSIP                                                           |
| McCarthy Road MP 59 to 63 Rehabilitation                            | Medium | \$8,900,000  | PROTECT formula funds (for drainage features), PROTECT discretionary grant (for drainage features), FLAP, STBG, NHPP (only for protective features), HSIP, BUILD |

|                                                       |        |              |                                                                                                                                                                                                                         |
|-------------------------------------------------------|--------|--------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| McCarthy Road MP 59.5 to 59.7 Reconstruction          | Medium | \$1,900,000  | FLAP, Culverts AOP                                                                                                                                                                                                      |
| McCarthy Road MP 59.8 Clear Creek Culvert Replacement | Medium | \$2,500,000  | STIP (NHPP), Copper River Watershed grant                                                                                                                                                                               |
| Richardson Highway MP 185-200 Reconstruction          | Medium | \$90,000,000 | STIP (NHPP)                                                                                                                                                                                                             |
| Silver Springs Subdivision Improvements               | Medium | \$2,500,000  | STIP STBG funds or DOT&PF preservation allocations                                                                                                                                                                      |
| Soaring Eagle Transit Service Center                  | Medium | \$15,000,000 | Various federal, see recommended actions for a transit plan                                                                                                                                                             |
| Tok Cutoff 0-5 Bicycle/Pedestrian Facility            | Medium | \$12,000,000 | STIP (STBG), <a href="#">Transportation Alternatives Program</a>                                                                                                                                                        |
| Trail Creek Bridge #660 (91 Mile Loop) Replacement    | Medium | \$8,000,000  | STIP (STBG), Bridge Investment Program, Bridge Formula Program                                                                                                                                                          |
| McCarthy Road MP 1.5 to 3 Reconstruction              | Long   | \$72,100,000 | PROTECT formula funds (for resilience features), STBG, NHPP (only for protective features), PROTECT discretionary grant (for resiliency features), FLAP, HSIP, BUILD (only if ROW is not on federally owned lands), TTP |
| McCarthy Road Pullouts between McCarthy and Kennicott | Long   | \$1,200,000  | FLAP                                                                                                                                                                                                                    |
| Tazlina River Pedestrian Bridge                       | Long   | \$10,000,000 | STIP (NHPP), other federal discretionary grant funds                                                                                                                                                                    |

**Figure 21.** Potential funding sources by project

## Actions

CRV-RPO will lead each of the actions below, which range from advocating for needs with DOT&PF to establishing working groups and securing partnerships. CRV-RPO, as a non-governmental organization that is not a direct recipient of federal funding, does not make decisions about which projects and programs are funded. Its role is primarily advocacy, coordination, and ensuring regional voices are considered in regional transportation decision-making.

Many of the actions below involve keeping an open line of communication with DOT&PF. To this end, this L RTP recommends that a regular meeting is set up with DOT&PF planners on a monthly basis. Progress toward each action can be tracked in shared meeting minutes to ensure continuity through changes in staffing. Actions to be tracked in these meetings are noted in the implementation notes as a “discussion topic in regular meetings with DOT&PF.”

Actions marked as “ongoing” in the term column are items that should be worked on continuously.

| Action                                                                                                          | Potential Partners               | Implementation Notes                                                                           | Term    |
|-----------------------------------------------------------------------------------------------------------------|----------------------------------|------------------------------------------------------------------------------------------------|---------|
| Advocate for maintenance needs across the region                                                                | Alaska DOT&PF, state legislators | Discussion topic in regular meetings with DOT&PF; conduct advocacy work with state legislators | Ongoing |
| Meet with DOT&PF planning staff semi-annually to explore safety funding opportunities                           | Alaska DOT&PF                    | Discussion topic in regular meetings with DOT&PF                                               | Ongoing |
| Collect inventory of aviation weather, navigation, lighting, and safety equipment at all airports in the Copper | Alaska DOT&PF                    | Inventory of airport data can be found <a href="#">here</a> ;                                  | Ongoing |

|                                                                                                                                                                            |                                                                                                                                                                         |                                                                                                                                                                                |         |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|
| Valley Region to identify needs; advocate for these needs with DOT&PF                                                                                                      |                                                                                                                                                                         | discussion topic in regular meetings with DOT&PF                                                                                                                               |         |
| Cultivate regional partnerships and track opportunities among regional agencies and non-profits to fund culvert replacements                                               | Alaska DOT&PF, Alaska Department of Fish & Game, Copper Valley Watershed                                                                                                | Culvert replacements may be funded by DOT&PF through rehabilitation and reconstruction projects or as standalone projects through other funding sources                        | Medium  |
| Collect and review regional airport Capital Improvement and Maintenance Program (CIMP) inspection reports and advocate for reported needs with DOT&PF planning staff       | Alaska DOT&PF                                                                                                                                                           | CIMP inspection and other airport reports can be requested from DOT&PF Maintenance Engineer or found <a href="#">[here]</a> ; discussion topic in regular meetings with DOT&PF | Ongoing |
| Appoint CRV-RPO member to lead the establishment and activities of an emergency preparedness working group                                                                 | Alaska DOT&PF, Tribal Governments, Alaska Department of Natural Resources, Bureau of Land Management, National Weather Service, Alaska Division of Emergency Management | Issues that may be discussed in the working group include emergency communications, wildfire preparedness, and emergency access                                                | Medium  |
| Pursue grant funding from the Community Transportation and Transportation Alternatives Programs to fund the construction of new vault toilets at existing or new pull-outs | Alaska DOT&PF                                                                                                                                                           | CRV-RPO can track funding cycles and sign up for an email newsletter on the <a href="#">DOT&amp;PF website</a> ; discussion topic in regular meetings with DOT&PF              | Short   |
| Advocate for the inclusion of additional service and rest area signs during the development of road improvement projects                                                   | Alaska DOT&PF                                                                                                                                                           | Discussion topic in regular meetings with DOT&PF; submit comments advocating for this need during open comment periods                                                         | Ongoing |
| Advocate for DOT&PF to replace missing signs that are listed in their sign inventory                                                                                       | Alaska DOT&PF                                                                                                                                                           | Discussion topic in regular meetings with DOT&PF; begin with slow moving vehicle turn-out signs                                                                                | Short   |
| Write formal letter to the Alaska Department of Natural Resources requesting removal of roads with existing plat maps where they do not exist                              | Alaska Department of Natural Resources (DNR)                                                                                                                            |                                                                                                                                                                                | Short   |
| Advocate for construction of access roads during the public notice and comment period phase of all DNR land sales                                                          | Alaska DNR                                                                                                                                                              | Comment periods for land sales can be tracked on the <a href="#">DNR website</a>                                                                                               | Ongoing |

|                                                                                                                                          |                                                                                                                       |                                                                            |        |
|------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------|--------|
| Explore options for and feasibility of microtransit <sup>7</sup> programs in the Copper Valley Region                                    | Soaring Eagle Transit, Interior Alaska Bus Line, Kennicott Shuttle, Overflow Transit, Copper River Native Association |                                                                            | Medium |
| Complete Safe Streets for All plan, including exploring path connections in Tazlina and Kenny Lake, and pedestrian facilities on bridges | Alaska DOT&PF, Alaska Municipal League (AML)                                                                          | CRV-RPO is currently working to develop a comprehensive safety action plan | Short  |
| Advocate for speed evaluation at Tazlina River Bridge, to include consideration of seasonal speed limit, if practical                    | Alaska DOT&PF                                                                                                         | Discussion topic in regular meetings with DOT&PF                           | Short  |
| Explore establishing an Adopt-A-Trail program                                                                                            | Alaska DOT&PF, Alaska Trails, Ahtna, Inc., Tribal Governments, local businesses                                       |                                                                            | Long   |

**Figure 22.** Actions with implementation notes

## Performance Measures

- Pavement condition (percent of pavement in good, fair, and poor condition)
- Number of rest areas with amenities versus other areas of the state
- Bridge condition (percent of total deck area of bridges in good, fair, and poor condition)
- Funding levels for regional transportation maintenance (DOT&PF maintenance and operations) compared to prior years
- Number and duration of vacancies at DOT&PF maintenance stations
- Five-year rolling average of serious injury and fatal crashes on the surface transportation network
- Miles of trails improved
- Miles of shared-use path improved or added
- Percent of regional airports with navigation aids and weather stations
- Average attendance at CRV-RPO meetings
- Number and type of LRTP Recommended Projects and Actions being pursued

## Monitoring and Reporting

- Report progress annually at a CRV-RPO meeting (included in official record, open to public view and comment)

<sup>7</sup> Microtransit programs offer on-demand transit service via shuttle or van. Microtransit programs do not have fixed routes. Typically, users request a ride when needed to a handful of community destinations (for example, grocery stores or health clinics) via app or phone call. The shuttle may pick up a handful of riders at or near their homes, take them to their destinations, then drop them back off. Rides may take longer than a traditional bus route, but can be a viable transit solution for rural areas with spread-out development that do not have enough ridership for fixed routes.