2014 PIA
Petersburg Indian Association

Tribal Transportation Program
PIA: Rooted in the Past
Looking toward the Future
Location of PIA, SE Alaska

Tribal Members
PIA = 443

TTP
Tribal Shares
2014 ≈ $700,000
The Tribal Transportation Program TTP addresses transportation needs of the Tribe by providing funds for planning, design, construction, and maintenance activities.
PIA began their TTP with the Bureau of Indian Affairs and a 20 year LONG RANGE TRANSPORTATION PLAN. The plan outlines the transportation priorities of the Tribe within the community of Petersburg and its surrounding boundaries.
Since 2006 PIA has been awarded approximately 10 million dollars for their Tribal Transportation Program.
Communication

To accomplish Petersburg Indian Association’s transportation goals PIA partners with the State of Alaska, the Petersburg Borough, and the US Forest Service through cooperative road and project agreements.

Communication with the agency that has jurisdiction of the routes in TTP BIA Inventory is one of the most important aspects of PIA’s TTP Program.
A prime objective of the PIA’s TTP is to contribute to the economic development, self-determination, and employment of PIA Tribal Members and Native Americans. Since 2009, PIA’s “In House” Construction crews have employed 32 tribal members.
PIA’s first transportation project supplemented a project which was planned and designed by the State of Alaska. PIA contributed $600,000 toward the paving of Mitkof Highway ~ 2008
PIA funded the design and construction of the Mitkof Coastal Pathway Handrail, a State of Alaska Department of Transportation project. The handrail was constructed with PIA’s TTP construction crew.
New Handrail on the Mitkof Coastal Pathway ≈ Cost $800,000
PIA partnered with the Petersburg Borough and paved Dolphin, Howkan, and First Streets. PIA paid for the design, handled the traffic control with their construction crew, and hired SECON as the paving contractor.
Petersburg Borough Partner ~ Dolphin Street Paving ≈ $570,000

BEFORE

DURING

AFTER
Petersburg Borough Partner ~ Howkan and Gjoa Streets paving cost $650,000
Another project with the Petersburg Borough was the construction of a parking lot and access road resurfaced for the Petersburg Archery Range 2009 ≈ Cost $10,000
Box Arched Culvert~/ Green’s Camp 2006
Culvert Material Cost $85,000
Other work PIA did at Greens Camp was:
1. Road Resurfacing
2. Culvert Installation
3. Picnic Tables and fire rings installed
4. Landscape picnic area
Cost ≈ $130,000
In 2010 with ARRA funding PIA reconstructed the First Street Sidewalk  \( \approx \) Cost $800,000.
New reconstructed sidewalks on First Street ~ 2010 & 2011
Retaining wall extension

Sidewalk base undercut

Constructed retaining wall

Finished extension of retaining wall.
Sidewalk Drainage Plan

Existing Drainage Problem

Installing Sidewalk Drain

After drainage installation
The 2012 and 2013 sidewalk project was the upgrading of 1.5 miles of driveway curb cuts on North Nordic and Sandy Beach roads for ADA compliance. Cost ≈ $550,000.
Project Agreement for 2014 Sidewalk Project with the Petersburg Borough.
The PIA TTP is run on part time and seasonal work, employing an average of 12 employees a year.
# PIA’s Sustainable TTP Program

Typical year’s budget.

<table>
<thead>
<tr>
<th>Table of Sustainable PIA TTP Program</th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning</td>
<td>$75,697</td>
<td>10%</td>
<td>TTP Director, Clerk, GIS Technician</td>
</tr>
<tr>
<td>Program Administration</td>
<td>$83,920</td>
<td>12%</td>
<td>Rent for TTP Office, Warehouse, &amp; Insurance</td>
</tr>
<tr>
<td>Construction</td>
<td>$269,750</td>
<td>39%</td>
<td>Sidewalk Reconstruction</td>
</tr>
<tr>
<td>Design</td>
<td>$29,560</td>
<td>4%</td>
<td>Design PSE &amp; Construction Management</td>
</tr>
<tr>
<td>Maintenance</td>
<td>$172,801</td>
<td>25%</td>
<td>Forest Service &amp; Borough Maintenance</td>
</tr>
<tr>
<td>Maintenance Equipment</td>
<td>$67,823</td>
<td>10%</td>
<td>Rental, Replacement, or NEW Purchase Equip</td>
</tr>
<tr>
<td>TOTAL TRIBAL SHARES</td>
<td>≈$700,000</td>
<td>100%</td>
<td></td>
</tr>
</tbody>
</table>

The amounts **include** Indirect Cost 30% for Tribal 3% for Contractual, and 3% Fixed Equipment Asset.
The TTP Director averages 3 hours a day, the TTP clerk 3 hours, and the GIS technician 4 hours a day.

Seasonal Maintenance
  - Winter maintenance 2 person crew (six months)
    - Borough Snow removal from sidewalks and fire hydrants
    - Borough Road sign maintenance
    - Borough Roadside brushing
    - PIA TTP Equipment maintenance
    - PIA TTP Misc. maintenance
  - Summer maintenance 2 person crew (2 months)
    - Forest Service Grading and Blading roads.

Seasonal Construction 8 person crew (4 to 6 months)
  - Sidewalk Reconstruction
  - Pedestrian Route Construction
  - Bike Path Construction
All projects are proposed in the LRTP.

2014 Sidewalk Project

H) FUTURE SIDEWALK PROJECTS PROPOSED

There are two sidewalk projects that are proposed for the PIA community that will enhance transportation and safety in this community.

- **Upgrade Existing Sidewalks for ADA compliance**
  PIA will continue to upgrade existing sidewalks that are presently in the community.

- **Proposed Sidewalk Project: Petersburg School District Sidewalks**

Reconstruction of sidewalks involves constructing ADA approved ramps at all of the road intersection corners and at all driveway intersections. Repair of failed sidewalk systems are also done to bring the existing sidewalk system in the PIA community up to current standards of safety and accessibility.
Sidewalk Construction Project Scoping Report

For the 2014 Sidewalk Reconstruction Phase 1, the Scoping Report estimated the design to cost $29,560 and the construction to cost $269,750.
The Sidewalk Reconstruction Project cost estimate was added to the Tribal Transportation Improvement Program TTIP, approved by Tribal Council resolution and sent to BIA regional.

<table>
<thead>
<tr>
<th>PROJECT INFORMATION</th>
<th>FY 2014-2017 CONTROL SCHEDULE - TRIBAL SHARES</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Date: 12/3/13 Tribe’s Name: Petersburg Indian Association Project ID (by BIA):</td>
</tr>
</tbody>
</table>

**Project Name:** TTIP Summary

**Terminal From:**

**Terminal To:**

**BIA Route(s):**

**Section From:**

**Section To:**

**Length (Miles):**

**Project Type:**

**Work Type:**

Fill in the fields below with data from the Road Inventory Data Sheet for each route.

**Project Description/Remarks:**
- Tribal shares equal to $686,689
- 2% Planning equal to $13,780 for FY 2014 for a total of $700,769

Fill in the green fields below with estimated costs for each fiscal year:

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>Activity</th>
<th>PROJECT ESTIMATE</th>
<th>PROJECT ESTIMATE</th>
<th>PROJECT ESTIMATE</th>
<th>PROJECT ESTIMATE</th>
<th>PROJECT ESTIMATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>TTP Mgmt and Planning</td>
<td>65102</td>
<td>$87,138.00</td>
<td>$87,138.00</td>
<td>$87,138.00</td>
<td>$87,138.00</td>
<td>$87,138.00</td>
</tr>
<tr>
<td>Survey</td>
<td>65104</td>
<td>$29,560.00</td>
<td>$29,560.00</td>
<td>$29,560.00</td>
<td>$29,560.00</td>
<td>$29,560.00</td>
</tr>
<tr>
<td>Design</td>
<td>65105</td>
<td>$29,560.00</td>
<td>$29,560.00</td>
<td>$29,560.00</td>
<td>$29,560.00</td>
<td>$29,560.00</td>
</tr>
<tr>
<td>Environmental</td>
<td>65106</td>
<td>$269,750.00</td>
<td>$269,750.00</td>
<td>$269,750.00</td>
<td>$269,750.00</td>
<td>$269,750.00</td>
</tr>
<tr>
<td>Archeology</td>
<td>65107</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rights-of-Way</td>
<td>65108</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Grade and Drain</td>
<td>65109</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gravel</td>
<td>65110</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pavement</td>
<td>65111</td>
<td>$240,624.00</td>
<td>$240,624.00</td>
<td>$240,624.00</td>
<td>$240,624.00</td>
<td>$240,624.00</td>
</tr>
<tr>
<td>Bridge/Structures</td>
<td>65112</td>
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<td></td>
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<td></td>
</tr>
<tr>
<td>Incidental Construction</td>
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<td></td>
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</tr>
<tr>
<td>Construction Monitoring</td>
<td>65114</td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Transit Facilities</td>
<td>65115</td>
<td></td>
<td></td>
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<td></td>
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<tr>
<td>Project Management, Tribal</td>
<td>65117</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>651 for Maintenance</td>
<td>65118</td>
<td>$75,697.00</td>
<td>$75,697.00</td>
<td>$75,697.00</td>
<td>$75,697.00</td>
<td>$75,697.00</td>
</tr>
<tr>
<td>651 for Planning</td>
<td>65103</td>
<td>$240,624.00</td>
<td>$240,624.00</td>
<td>$240,624.00</td>
<td>$240,624.00</td>
<td>$240,624.00</td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

TOTAL: $702,769.00 $702,769.00 $702,769.00 $702,769.00 $702,769.00

Printed 11/22/2014
## TTIP Tribal Transportation Improvement Program

All BIA TTP Inventory Routes for the 2014 Sidewalk Reconstruction project are included on the TTIP

### FY 2014-2017 CONTROL SCHEDULE - TRIBAL SHARES

<table>
<thead>
<tr>
<th>Date:</th>
<th>12/3/13</th>
<th>Tribe's Name:</th>
<th>Petersburg Indian Association</th>
<th>Project</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PROJECT INFORMATION</strong></td>
<td>Project Name: Petersburg Sidewalk Reconstruction</td>
<td>Termini From: POB</td>
<td>Termini To: POE</td>
<td></td>
</tr>
<tr>
<td></td>
<td>BIA Route(s) #: 2024 2034 2031 2041 2023 2033</td>
<td>Section From: 0001</td>
<td>Section To: 0001</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Length (Miles): 0.1</td>
<td>Project Type: WALKWY - For paths, trails and walkways</td>
<td>Work Type: F1 - Pedestrian Path Construction</td>
<td></td>
</tr>
</tbody>
</table>

*Fill in the fields below with data from the Road Inventory Data Sheet for each route.*

### Activity Costs

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>CODE</th>
<th>PROJECT ESTIMATE 2014</th>
<th>PROJECT ESTIMATE 2015</th>
<th>PROJECT ESTIMATE 2016</th>
<th>PROJECT ESTIMATE 2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Survey</td>
<td>65104</td>
<td>$</td>
<td>-</td>
<td>$</td>
<td>-</td>
</tr>
<tr>
<td>Design</td>
<td>65105</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Environmental</td>
<td>65106</td>
<td>$</td>
<td>-</td>
<td>$</td>
<td>-</td>
</tr>
<tr>
<td>Archeology</td>
<td>65107</td>
<td>$</td>
<td>-</td>
<td>$</td>
<td>-</td>
</tr>
</tbody>
</table>

*Fill in the green fields below with estimated costs for each fiscal year.*
Pedestrian paths are a Categorical Exclusion and approved by BIA.

To: Regional Director
   Alaska Regional Road Engineer

From: Division Director Division of Environmental and Cultural Resources Management
      (DECRM)

Subject: Programmatic Categorical Exclusion to conduct BIA Road Maintenance Projects in the Alaska Region.

All actions funded by a federal agency must comply with the National Historic Preservation Act (NHPA) and the National Environmental Policy Act (NEPA), including projects funded under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Pub. L. 109-59 or Chapter 2 of Title 23, United States Code, as amended by the Moving Ahead for Progress in the 21st Century Act (MAP-21), Pub. L. 112-141. The Regional Archeologist, the Regional Environmental Scientist and the DECRM Division Director, are responsible for ensuring compliance with NHPA and NEPA on behalf of the Regional Director.

We have determined that certain Indian Reservation Roads (IRR) and Tribal Transportation Program (TTP) funded projects for road maintenance are unlikely to have an effect on properties listed or eligible for listing in the National Register of Historical Places and will not individually or cumulatively affect the quality of the human environment. We reviewed the subject road maintenance projects on the attached document, for compliance with the regulations identified below and determined it is appropriate to grant a programmatic categorical exclusion for these activities.

Therefore, in compliance with NHPA and NEPA, such projects qualify as categorical exclusions. These projects are for road maintenance on existing Indian Reservation Roads that do not generally disturb land beyond the boundaries of the original construction and the existing road structure, and therefore have negligible potential for adverse environmental impacts. These projects must meet the criteria listed in the approved Exception Review Checklist for IRR and TTP Road Maintenance Funding; criteria which include restricted actions and approved actions limited in scope and intensity.

A copy of the Exception Review Checklist must be provided to each of the one hundred and forty-eight tribes in the attachment "TITLE 1, COMPACT AND G2G TRIBES – ALASKA REGION".
Design of Sidewalk Reconstruction Project was done by a Licensed Professional Engineer, PE.
The Specifications for Sidewalk Reconstruction Project was done by a Licensed Professional Engineer, PE
Lastly, the Engineers Estimate for Reconstruction Project was completed by a Licensed Professional Engineer, PE.
The Plans, Specifications, and Engineering Estimate, PS&E is reviewed by BIA Regional, the facility owner (Petersburg Borough), and a Public Meeting is held.

<table>
<thead>
<tr>
<th>First Name</th>
<th>Last Name</th>
<th>Phone</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>David</td>
<td>Hopkins</td>
<td>518-6436</td>
<td><a href="mailto:Dhoppe@piatribal.org">Dhoppe@piatribal.org</a></td>
</tr>
<tr>
<td>Susan</td>
<td>Harari</td>
<td>650-7321</td>
<td><a href="mailto:Susan.harari@piatribal.org">Susan.harari@piatribal.org</a></td>
</tr>
<tr>
<td>Alan</td>
<td>Murph</td>
<td>772-9216</td>
<td><a href="mailto:alan.murph@hotmail.com">alan.murph@hotmail.com</a></td>
</tr>
<tr>
<td>Ginger</td>
<td>Evens</td>
<td>772-4392</td>
<td><a href="mailto:geevens@pcscl.us">geevens@pcscl.us</a></td>
</tr>
<tr>
<td>Karl</td>
<td>Hagerman</td>
<td>772-4930</td>
<td><a href="mailto:khagerman@petersburg.ak.gov">khagerman@petersburg.ak.gov</a></td>
</tr>
</tbody>
</table>
The PIA TTP construction crew was hired back on for the sidewalk reconstruction project and work began in May, 2014.
Contract Modifications for the project are handled by a Licensed Professional Engineer, PE.
Engineer Inspection Diaries are kept of work done on the sidewalk project.
TOSR
Tribe’s On-Site Representative Daily Diaries are kept for work done on the sidewalk.
Progress Reports are given to the agency with jurisdiction.

PETERSBURG INDIAN ASSOCIATION
P.O. Box 1416
Petersburg, Alaska 99833
907-772-9216

To: Karl Hagerman  
Petersburg Borough  
Public Works Director.

From: Susan Harai  
PE/PLS  
TTP Director.

Subject: Progress Report PIA 14-01  
TTP FHWA Petersburg Sidewalk Reconstruction

Date: July 16, 2014

Project Name: Petersburg Sidewalk Reconstruction


Project Engineer: Susan E. Harai PE/PLS

Phone: 772-2636

On Site Tribal Representative: Franc Fernandez

Phone: 518-7025

Construction Foreman: David Happe

Phone: 518-9436

Project Status: ___ Green ___ Yellow ___ Red

Total Days on Project = 43 days, start date was June 2nd, 2014

<table>
<thead>
<tr>
<th>Street</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>6th</td>
<td>Left and Right sides of sidewalk 90% Complete</td>
</tr>
<tr>
<td>2+00L</td>
<td>Curing of expansion joints</td>
</tr>
<tr>
<td>5+00L</td>
<td>Grind out and caulk an expansion joint that was covered in concrete</td>
</tr>
</tbody>
</table>

Dolphin Street

<table>
<thead>
<tr>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1+00 to 5+00R</td>
</tr>
<tr>
<td>5+00R to 7+07R</td>
</tr>
<tr>
<td>1+00L to 5+45L</td>
</tr>
</tbody>
</table>

Project completed = 30% complete with 26% Postponed until 2015 construction season.

YTD EXPENSE = $37,516* Reported in Quickbooks
* Indirect equals 30% $11,254. Expenses to date entered are $37,516 + $11,254 = $48,770
An additional amount of approximately $32,500 has not been entered into these expenses for recent payroll and materials for July.

Page 1 of 4
TPP FHWA Petersburg Sidewalk Reconstruction 14-01
Final Inspection includes a construction report that accounts for the funds expended to date on the project, as well as the as-built (red line) plans to the Petersburg Borough (facility owner) and BIA. BIA is contacted for final inspection.
Sidewalks completed in front of the Elementary School on south side reconstructed in 2014. ≈ $270,000
TTP Finances

- PIA has a TTP savings account and TTP checking account.

- PIA does NOT commingle the PIA Expenses with TTP Expenses.

- The PIA checking and PIA savings is a separate account from the TTP checking and TTP savings account.
TTP Finances

The TTP Finance Book keeps the following:
1. All Referenced Funding Agreements

FY 2014 MAP-21 RFA Amendment

REFERENCED FUNDING AGREEMENT

AMENDMENT # 1 to RFA #A14AP00007

In accordance with Section 9 – Amendments of the Referenced Funding Agreement (RFA) for Fiscal Year 2014 dated March 20, 2014, between the Petersburg Indian Association and the United States, Section 5 – Summary of Funds is hereby amended as follows:

Section 5. Summary of Funds. The total amount and sources of funding provided under this RFA, as Amended herein, are as follows:

<table>
<thead>
<tr>
<th>Balance of Prior Year Funds (If Applicable)</th>
</tr>
</thead>
<tbody>
<tr>
<td>IRR Program RNDF funds:</td>
</tr>
<tr>
<td>IRR Program Transportation Planning (2%)</td>
</tr>
<tr>
<td>Population Adjustment Factor (PAF)</td>
</tr>
<tr>
<td>FY13 TTP Funds</td>
</tr>
<tr>
<td>FY14 TTP Transportation Planning Funds (2%)</td>
</tr>
</tbody>
</table>
The TTP Finance Book keeps the following:
2. A Copy of the TTIP
The TTP Finance Book keeps the following:
- Monthly excel sheets of TTP expenses.
- Indirect NBC for Tribe 30%.
- Indirect for Contractual expenses 3%.
- Indirect for Capital Asset 3%

### TTP Monthly Expenses - 2014

<table>
<thead>
<tr>
<th>May 2014</th>
<th>3%</th>
<th>3%</th>
<th>3%</th>
<th>3%</th>
<th>3%</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>PLANNING</td>
<td>PSG SDWK DESIGN</td>
<td>PSG SDWK CONST</td>
<td>PROG ADMIN</td>
<td>MAINTENANCE</td>
</tr>
<tr>
<td>50102 Consultants/Contractual</td>
<td>4,277.50</td>
<td>2,112.00</td>
<td></td>
<td>115.00</td>
<td></td>
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<tr>
<td>7000 Capital Assets</td>
<td></td>
<td></td>
<td></td>
<td>38,750.00</td>
<td></td>
</tr>
<tr>
<td>Sub Total</td>
<td>4,277.50</td>
<td>2,112.00</td>
<td>0.00</td>
<td>115.00</td>
<td>38,750.00</td>
</tr>
<tr>
<td>Indirect 3%</td>
<td>128.33</td>
<td>63.36</td>
<td>0.00</td>
<td>3.45</td>
<td>1,162.50</td>
</tr>
<tr>
<td>Total</td>
<td>4,405.83</td>
<td>2,175.36</td>
<td>0.00</td>
<td>118.45</td>
<td>39,912.50</td>
</tr>
</tbody>
</table>

| 50107 Legal & Professional Fees | 30.00% | 30.00% | 30.00% | 30.00% | 30.00% |
| 50100 Contractual other | | 557.00 | | | |
| 50401 Auto Insurance | | 583.00 | | | |
| 50401 Auto Insurance | | 2,496.00 | | | |
| 50402 Property & Liability | | 8,775.60 | | | |
| 60001 Other | | | | | |
| 60002 Advertising | | | | | |
| 60004 Bank Vendor Services Charges | | | | | |
| 60010 Facility Expense | 1,993.20 | | | | |
3% IDC rate and 30% NBC indirect rate
FUTURE PLANS
WITH THE PETERSBURG BOROUGH
Reconstruct all City sidewalks that are failing and upgrade to current ADA standards.
PIA has partnered with the US Forest Service since 2009. Total maintenance work contribution ≈ $3 Million

PIA Grading and Blading roads.
PIA Installs and replaces culverts on US Forest Service Roads
Replacement of bridge deck surface at Falls Creek ~2013.
This year PIA entered into a maintenance service agreement with the US Forest Service. The Tribe was reimbursed ~$31,000 for blading and rolling Forest Service roads ~ 2014
TTIP Tribal Transportation Improvement Program

PIA TTP Equipment is purchased with Maintenance funds. Equipment is listed in the Remarks section of the TTIP.

<table>
<thead>
<tr>
<th>FY 2014-2017 CONTROL SCHEDULE - TRIBAL SHARES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tribe's Name: Petersburg Indian Association</td>
</tr>
<tr>
<td>Project ID (by BIA):</td>
</tr>
<tr>
<td>Project Description/Remarks: Purchase 2 double cap pick up trucks, 5 yard dump truck with hydraulic brakes, flat bed pick up, grader, 2-4 ATV wheelers, and compact pick up.</td>
</tr>
</tbody>
</table>

Fill in the green fields below with estimated costs for each fiscal year.
Future plans for US Forest Service maintenance include adding trails, cabins, and boat ramps.
Present and future plans for the Petersburg Borough maintenance include:

Sign Maintenance – Brushing, Cleaning, straightening and installation of signs.
Snow Removal – Sidewalks and around fire hydrants.
Gravel Roads – Grading, blading, and rolling gravel roads.
Roadside Brushing.
Future Planning

PIA transportation projects that are within the 2 mile radius of the elementary school will be given funding priority. The State of Alaska has a program called, “Safe Routes to School”. This program aims to promote increased safety for children walking or biking to school within a 2 mile radius.
Future Bike Paths
The State of Alaska has an existing bike path on Haugen Street. ADOT has designed the continuation of the path. PIA plans to connect to the bike path and continue along Sandy Beach Road.
Grants  
PIA partnered with the Petersburg Borough and put in on a $100,000 Safe Routes to School Grant.
Future Trail Plans

The Petersburg Borough Parks and Recreation Department has teamed up with PIA on two trail grants during 2014.
City Creek Trail ~ 2015 construction year

Department of Agriculture RAC grant.

The first trail grant is for $60,000 in materials for the City Creek Trail. PIA is supplying the labor for the trail improvement project.
Hungry Point Trail Tie In ~ 2015 proposed construction year

A Department of Natural Resources grant through Petersburg Borough Parks and Recreation.

The grant is worth up to $50,000 in materials for the Hungry Point Tie in Trail. PIA is supplying the labor for the trail improvement project.
Other Grants

The Tribe has applied for a $12,500 Federal Lands Highway safety grant to develop a Tribal Transportation Safety Plan. The Tribe will work with the Petersburg School district’s Safe Routes to School contact, and the Petersburg Borough’s Public Safety Officers to develop this plan.
Other Grants

In conjunction with the Petersburg Borough the Tribe applied for the 2014 Alaska Federal Lands Access Program Grant.

Description of proposed work: Describe the overall design concept, any unusual design elements, design standards, and any work affecting stormwater management and sewer (if any). Include within, surfacing type, earthwork, culverts or roadside safety features. Include optimum year work should be done and year work needs to be done no later than.

Proposed project work includes clearing brush and trees from both sides, ditching the road for drainage, widening the roadway in specific areas to improve sight distance and eliminate blind spots, constructing more passing turnouts and topping the roadway with crushed rock for smoother driving. The present roadway is narrow (12’ 4”), with high brush on sides and poor drainage. This project will greatly improve this road that connects to the US Forest Service road system, providing a loop system for travel to and from the town of Petersburg. The US Forest Service road system that is accessed by this project comprises several hundred miles of Forest Service roads that provide recreation and subsistence opportunities for tribal members and visitors alike.

Optimum year for this construction would be the summer of 2015 and no later than September 30, 2018.

Description of work on this project that has been completed to date: Describe which elements of the project proposed have been completed to date.

To date only planning work and agency coordination have been completed for the Petersburg Road Improvement Project.
GIS Future

A geographic information system (GIS) mapping technician has been hired by PIA to organize the transportation data and she is currently working with the Petersburg Borough to convert the Borough’s AutoCAD data to GIS. This GIS transportation data system will benefit both the Borough and PIA in future transportation planning.
PIA is moving into the future with their Tribal Transportation Program and their State of Alaska, US Forest Service and Petersburg Borough partners.
Thank you for allowing Petersburg Indian Association to share with you our Transportation Program, accomplishments, partnerships, and future goals.
A copy of this presentation will be on the Alaska Tribal Technical Assistance Program Site. http://uaf.edu/akttap/

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Music by ProSource Karaoke Band, *Life is a Highway*