

Petersburg Indian Association 2025 Transit Study



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List of Acronyms

- ADA - American with Disabilities Act
- ADOT&PF - Alaska Department of Transportation and Public Facilities
- ADT - Average Daily Traffic Count
- AMI - Area Median Income
- BIL - Bipartisan Infrastructure Law
- CE - Categorical Exclusions
- CM - Corrective Maintenance
- CMAQ - Congestion Mitigation and Air Quality
- CMMS - Computerized Maintenance Management System
- CRF - Code of Federal Regulations
- DOT - Department of Transportation
- EV - Electric Vehicle
- FAST Act - Fixing America's Surface Transportation Act
- FHWA - Federal Highway Administration
- FMCSA - Federal Motor Carrier Safety Administration
- FPL - Federal Poverty Level
- FTA - Federal Transit Administration
- GTFS - General Transit Feed Specification
- HUD - Department of Housing and Urban Development
- LRTP - Long Range Transportation Plan
- NEPA - National Environmental Policy Act
- NHTSA - National Highway Traffic Safety Administration
- NOFO - Notice of Funding Opportunity
- NOx - Nitrogen Oxide
- NTD - National Transit Database
- OST - Office of the Secretary of Transportation
- PIA - Petersburg Indian Association
- PM - Preventative Maintenance
- PMC - Petersburg Medical Center
- SEARHC - SouthEast Alaska Regional Health Consortium
- TAM - Transit Asset Management
- TERM - Transit Economic Requirements
- TIP - Transportation Improvement Program
- TTAM - Tribal Transportation Allocation Methodology formula
- ULB - Useful Life Benchmark
- US - United States
- USC - United States Code
- VRH - Vehicle Revenue Hours
- VRM - Vehicle Revenue Miles
- WAVE - Working Against Violence for Everyone

Introduction

Purpose of the Study

This study aims to better understand the best methods of delivering transit service to Petersburg Indian Association tribal members and non-tribal members (the general public) within the Petersburg Borough. This planning and feasibility study will explore the community conditions of the Petersburg Borough, including its geography, demographics, income, poverty, and existing transit resources.

Information will be gathered on existing transportation issues and proposed transit options. The goal is to assess the existing transit demand, identify transit funding, explore possibilities for a climate action plan, and suggest strategies to extend transportation services to all residents.

Petersburg Indian Association aims to provide reliable, safe, scheduled, efficient, and affordable transportation services to work, medical facilities, social activities, shopping, errands, social services, the airport, ferry, post office, library, municipal building, recreation, etc.

Transit Stakeholders

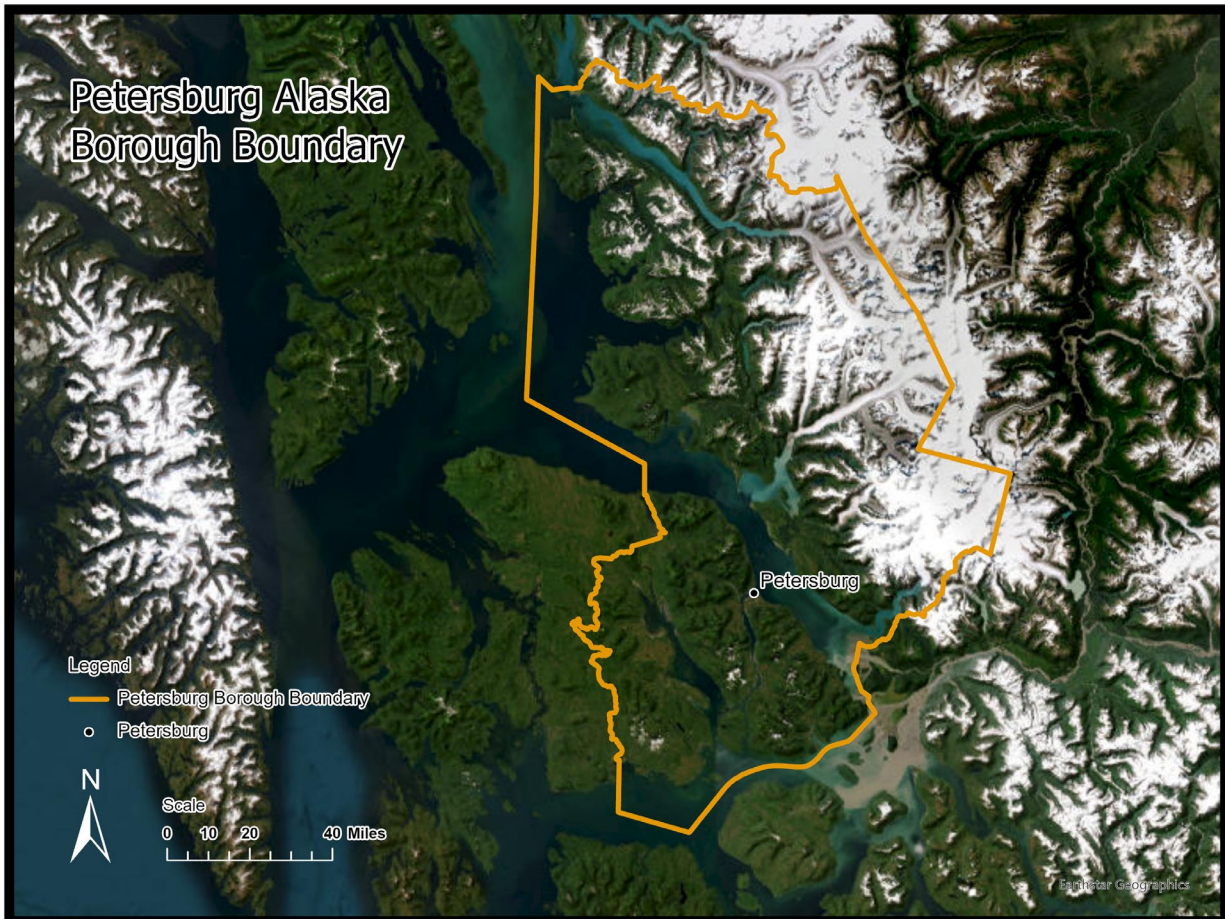
The key stakeholders involved in transportation services include the Petersburg Indian Association, Petersburg Borough, Petersburg Medical Center, Petersburg School District, Mountain View Manor Assisted Living and Elderly Housing, SouthEast Alaska Regional Health Consortium (SEARHC), and the Salvation Army. Phone interviews with Stakeholders were conducted, and interview comments are presented in the Community Input section.

Community Conditions

Study Area Location - Geography

The Petersburg Borough is located in southeast Alaska and is 3,829 square miles. To the southeast, it borders the City and Borough of Wrangell. On the east, it borders the Canadian province of British Columbia, and to the northwest, it borders the City and Borough of Juneau.

Figure 1 – Petersburg Borough Area Map



Petersburg Borough Service Area 1

The Petersburg Borough provides essential services for residents in Service Area One, which encompasses forty-six square miles. The services provided to Service Area One are in the Borough Code of Ordinances Section 14.02.

Figure 2 – Petersburg Borough Service Area 1



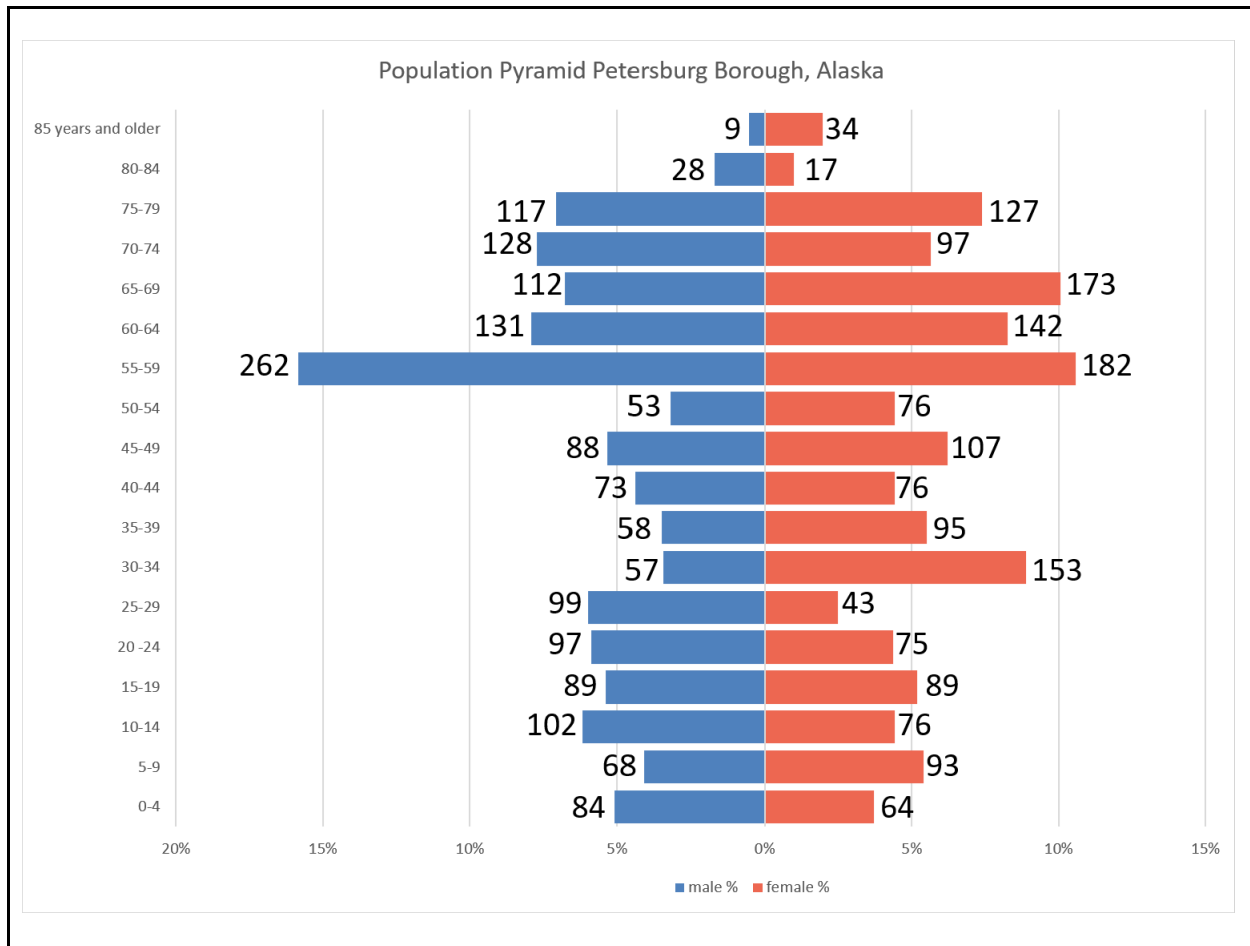
Demographics

According to the 2020 United States Census, the 2022 estimated population of Petersburg is 3,398 (United States Census Bureau Populations and People 2024). Petersburg has a significant senior population compared to the State of Alaska and the United States. There are 1,718 households in the Petersburg Borough. (United States Census Bureau Housing 2024)

- The median age in the Petersburg Borough is 50.1 years old
- The median age in Alaska is 35.9 years old
- The median age in the United States is 38.8 years
- In the Petersburg Borough, Alaska, 25% of the population is 65 years of age or older

- In Alaska, 13.8% of the population is 65 or older.
- In the United States, 16.8% of the population is 65 years of age or older
- In the Petersburg Borough, Alaska, 13% of the population is school age, 5-17 years of age
- In the Petersburg Borough, Alaska, 47% of the population is between 18-55 years of age
- In the Petersburg Borough, Alaska, 5% are under 5 years of age

Figure 3 – Petersburg Borough Population Pyramid



Disability

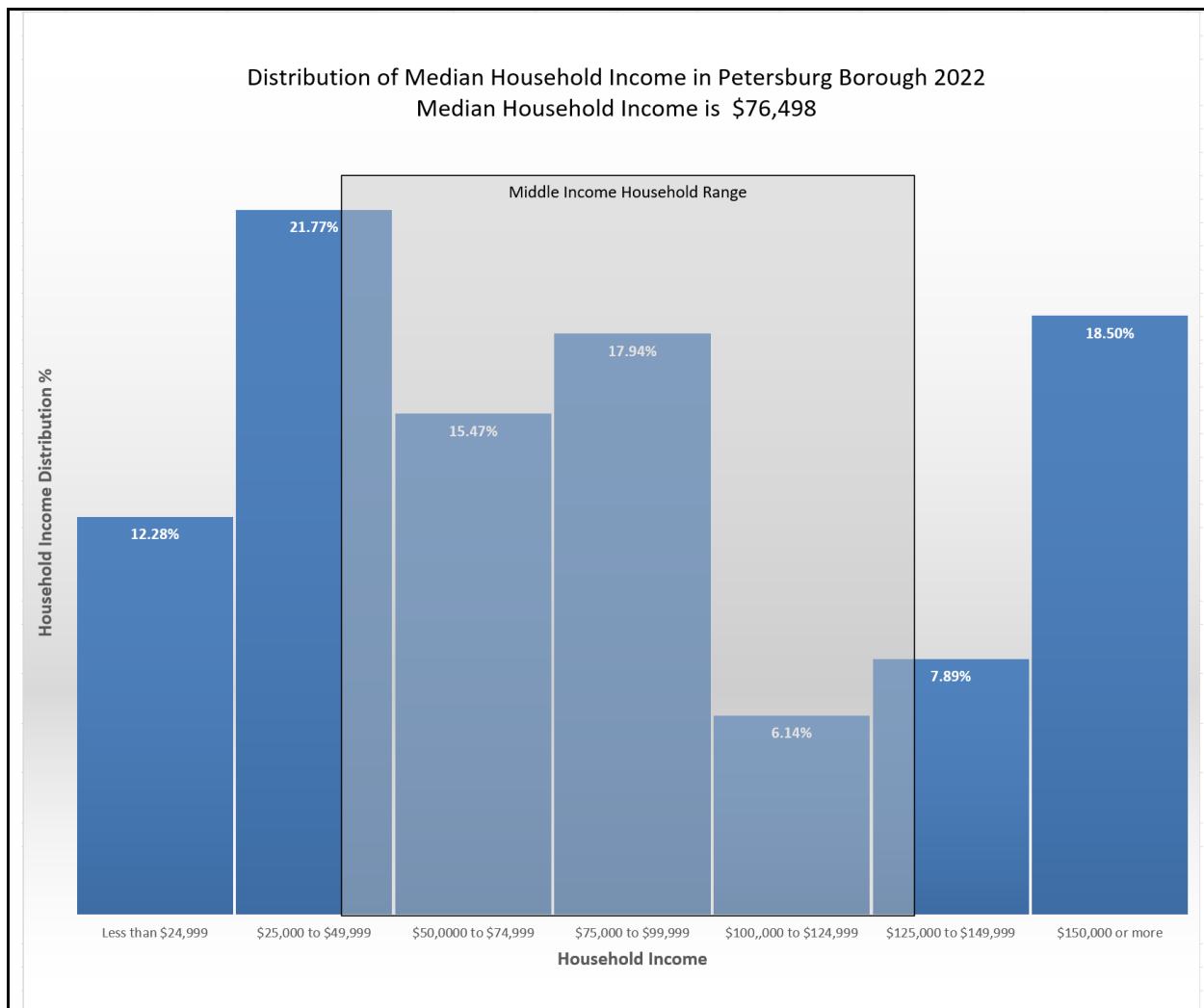
According to the 2020 Census of the United States for the Petersburg Borough, in 2022, according to health data, 19% of persons living in Petersburg have a disability (630 persons). 46% of the people over 65 have a disability (387 persons), and 24% of people ages 65 to 74 (122 persons) have a disability. The most common types of disability involve walking, independent living, or cognitive difficulties. (United States Census Bureau Health 2024)

Income and Poverty

From the 2020 United States (US) Census data, the median household income for the Petersburg Borough in 2022 was \$77,826. 4.6% of the population is in poverty—the 2022 Census Reporter. Data shows the distribution of household income in the Petersburg Borough in Figure 4. (United States Census Bureau Income and Poverty 2024)

The US government established the Federal Poverty Level (FPL) to define low income. In 2023, the federal poverty level definition of low income for a single-person household is \$14,580 annually. Each additional person in the household adds \$5,140 to the total. For a household of four, the guideline would be \$30,000. (Bundrick, What is Considered Low Income 2023) Figure 4 shows the income distribution from the United States Census Bureau's tabular data for the Petersburg Borough. (United States Census Bureau Income and Poverty 2024)

Figure 4 – Petersburg Borough Income Distribution Graph



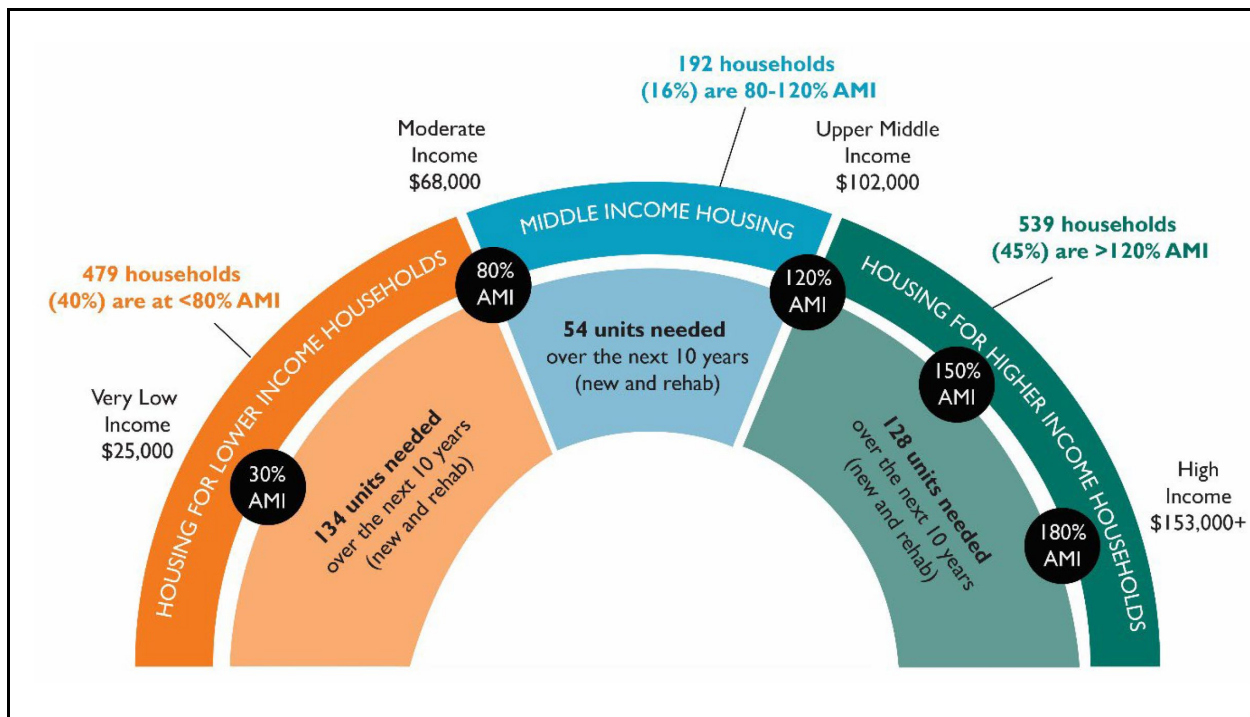
Zero-Vehicle Population

The word vehicle refers to privately owned motor vehicles such as cars and trucks. (Enviro Atlas 2015) 16% of the Petersburg Borough is zero-vehicle population, according to a US News and World Report. (US News and World Report n.d.) The community transit survey also found that 16% of people did not own vehicles.

Area Median Income

The determination of housing needs by income for lower-income households was done in the 2023 Petersburg Borough Housing Needs Assessment. The results show that 40% of households are lower-income households. This is determined by calculating the Area Median Income (AMI). The AMI is determined by the Department of Housing and Urban Development (HUD) (Hamann 2023) Figure 5 is the chart from the Petersburg Borough's Housing Needs Study showing the percentage of households' Area Median Income distribution.

Figure 5 – Housing Needs by Income 2023 from the Petersburg Borough's Housing Needs Assessment



Community Input

Petersburg Indian Association conducted a public survey on transit in Petersburg.

Summary of community survey results

Results from the transit survey showed that many people were unsure or dissatisfied with existing transit options in Petersburg. Public transit is not available to all Petersburg residents. The study reported a 16% zero-vehicle population. 61% of respondents expressed that they would use a public transit system if it were available to them.

Survey results

- Question 1 – How do Primary travel within Petersburg (% is for the usage of all transit modes)
 - 72% drive a personal vehicle
 - 38% walk
 - 17% bike
 - 17% PIA transit (Seniors/physically disabled)
 - 6% for-hire taxi
- Question 2 – Think about your most recent trip (work, school, grocery store, or other regular destination). How did you get to your destination?
 - 59% drove alone
 - 18% walked
 - 13% PIA transit for Seniors
 - 5% carpool
 - 5% biked
- Q3 – Would you use public transportation if it was available in Petersburg for all ages?
 - 32% Likely
 - 29% Extremely likely
 - 18% Unsure
 - 15% Unlikely
 - 6% Extremely Unlikely
- Q4 – How satisfied are you with the existing public transportation options in Petersburg?
 - 31% Unsure
 - 26% Dissatisfied
 - 19% Very Dissatisfied
 - 14% Satisfied
 - 10% Very Satisfied
- Q5 – If you do not currently use public transportation in Petersburg, what are some reasons why? (Check all that apply)
 - 92% The PIA Bus is not available to me
 - 8% The PIA Bus is not convenient for me
 - 8% The PIA Bus wait times are too long
 - 5% I do not feel comfortable because of Covid-19

- Q6 – How likely would you use public transit for your next trip if you were to walk less than 10 minutes and wait less than 20 minutes for the transit bus?
 - 35% Likely
 - 24% Unsure
 - 15% Extremely Likely
 - 15% Unlikely
 - 11% Extremely Unlikely

- Q7 – How often would you take public transportation instead of private transportation if the Petersburg Indian Association offered a fixed-route transit bus?
 - 49% Sometimes
 - 16% Rarely
 - 13% Always
 - 11% Usually
 - 11% Never

- Q8 – What is your age?
 - 31% 45-54
 - 20% 55-64
 - 20% 65+
 - 15% 35-44
 - 11% 25-34
 - 3% 18-24

- Q9 – Are you a Petersburg Indian Association member?
 - 25% Yes
 - 75% No

- Q10 – Do you have a personal vehicle that you can use to commute or run errands?
 - 84% Yes
 - 16% No

- Q11 – Which of the following best describes your employment?
 - 53% Worked full-time
 - 13% Worked part-time
 - 13% Retired
 - 8% Looking for work
 - 7% Not employed or looking for work
 - 6% Disabled

- Q12 – What is your approximate average household income?
 - 20% \$0-\$24,999
 - 20% \$25,000-\$49,999
 - 16% 75,000-\$99,999
 - 15% \$50,000-\$74,999
 - 11% \$100,000-\$124,999
 - 6% \$125,000-\$149,999
 - 6% \$150,000-\$174,999
 - 4% \$175,000-\$199,999
 - 2% \$200,000+
- Q13 – Do you have any long-term physical or mental disabilities that affect your use of a transit service?
 - 6% Yes
 - 94% No

Summary of Stakeholder and Community Member Phone Interviews

PIA Transit Study Interview Comments

Stakeholders, tribal members and community members were interviewed about transit in Petersburg (Psg), Alaska. This is a summary of their comments. Interviewed were: Steve Giescrect- Psg Borough Manager; Phil Hoffstetter - CEO PMC; Derek Casey - Director MVM; Nathan Lopez - Tribal Council VP and Lighthouse Assembly Minister; Stephanie Payne - Psg Borough Parks and Rec Director; Tina Sakamoto - Past PIA President, PIA Elder, Headstart Teacher, Cook, and Driver; Jim Stolpe - Psg Borough Fire Chief; Chris Waechter - Psg Borough Joy Jannssen Clinic Manager; Karen McCullough - Past Headstart Lead Teacher and Rgional Headstart Site Supervisor, adopted into the Wooshtan tribe family; Julie Walker - Petersburg Community Wellness Coordinator; Ken Birch - Mountain View Manor MVM Maintenance; Ryn Snyder - senior Psg community resident , Karl Hagerman Psg Borough Utility Director; and Shelyn Bell - Past Director MVM and aide.

1) **Public Transportation Options - Dissatisfied on the lack of options, satisfied with senior and handicapped service**

There are not many options available in Petersburg for public transit except for the senior and physically handicap segment for which PIA provides a transit service.
Transit does not meet the wider needs of the general public
Options for transit are one taxi service or a friend to drive you. There is no UBER

2) **Awareness of Public Transit for Senior & Handicapped Segment**

Work on promoting this is a public transit service for a segment of the population.
Open to the Public - Not advertised well as open to ALL of the senior and handicapped segment of the population
The art on the bus leads people to believe it is for PIA Tribal Members only. It should say, "Public Transit for Seniors/Physically Handicapped
Time of Operation -The senior bus should run earlier or later in the day to accommodate the Joy Jannssen clinic hours, MVM meals, and errands. 8:00 am, 6:30 pm, or 7:00 pm
Days of Operation- - The senior bus could run on Saturdays as the Joy Jannssen clinic is open that day.
Needed medical document for stating a physical handicap - not universally known
Caregivers ride free also - not universally known
PIA, MVM, and PMC could work together for sharing the cost of inspection of wheelchair lifts and bringing in an inspector
There should be a back up transit bus for the senior service

3) **Fixed Route Public Transit for All Ages**

A public transit service would bring people together so people are not isolated
Service options yearly
Service options summer months only
Service options M-F, weekends?, evenings?
Daily checks for preventative maintenance of the bus
Regular maintenance of the bus
Reliability of the vehicle

PIA Transit Study Interview Comments

Reliability of the service, staffing issues
Must cancel the service if out for maintenance
Must cancel the service if no driver on the radio
Liability for the agency providing service
Training & Education of drives
Employment Concerns for Consistent Service
Bus Stops at major hubs
Random and regular drug testing of drivers
Serves Lower Income and those without a vehicle
Route Options pick up at major hubs: ferry terminal, airport, harbors, hospital, clinic, post office, library, gym, Borough offices, Eagles Roost Park, Sandy Beach Park, Scow Bay (places), grocery stores, Narrows Inn, Tides Inn, Scandia House, Mountain View Manor, PIA, Schools, Buschmann park, Forest Service, Hungry Point Trail, City Creek Trail, Raven Trail, Ballpark, and local businesses
Route Options Scow Bay to town
Route Options town to Papkes, Blind Slough, Greens Camp, Blind River Rapids
Route Options town to Banana Point
Tourists, lower income, children users
If children ride, do they need parental notes, what ages
What age can a child ride unaccompanied by an adult
Enables people to get to work, errands and for recreation and for mental health (a drive out the road)
Have the bus tracked why on its route
Free Service
Start the service small and slowly add routes to see what works
Start the service in the summer and then slowly extend the transit season
Have an exit plan, or contingency plan in case the service is not viable
If the bus is large enough a CDL to drive a bus
Provides employment opportunities
Once a bus is past its useful life, it is donated to the Tribe
Coordinate the bus schedule with the library, gym, and other service schedules
Have the senior service and the public all age service back one another up, with vehicles and drivers.
Provide employment packages to drivers that allow them to want to stay working
Separate the daily service from Scow Bay to town from the out the road service
Put bike racks on the buses
Bus service would benefit the problem with parking in the congested downtown area
Start the service at 7 am so people can take the bus to work. End the service at 7 pm so people can take the bus home after work and errands.
How far will people mind walking to a bus stop (10 minute walk)
Would people people to pull a cord to exit the bus anywhere along the route
Winter public transit service would help when the roads are full of snow and there are no sidewalks

PIA Transit Study Interview Comments

4) Electric Bus Concerns

Disposal of Electric Batteries
Service of Vehicle
Fire Hazard
No mutual aid available between towns
No corrective maintenance available in town
Does Petersburg have an energy grid that will support electric buses
How much is this service going to cost and can you continue to support it

5) Additional Comments

Electric Charging Stations for electric cars will demand a large usage of power in a small amount of time and Petersburg is on the edge of its existing power capacity.
The charging stations in town must charge the vehicle in 10 or 15 minutes; otherwise, if it takes 2 hours to charge the vehicle, you would have to leave it to be charged and come back to pick it up.
There is concern that if the electric battery catches fire it cannot be put out but must burn until it goes out.

Existing Transit Resources

The Petersburg Indian Association operates free transit services for seniors and individuals with physical disabilities. However, Petersburg has no other public transit system, requiring residents to rely on private vehicles, friends, family, or for-hire transit services. The Petersburg Medical Center (PMC) operates a van service for Petersburg General Hospital's Long Term Care Facility residents, and Mountain View Manor Assisted Living operates a van service for its assisted living residents. The Petersburg Borough Parks and Recreation does not offer services for Petersburg residents. Petersburg Public Schools contracts bus services for students to and from school. Figure 6 shows the configuration of the PIA transit bus, two wheelchairs, and eight passengers. Figure 7 is a photo of the PIA transit bus for seniors and the physically disabled.

Figure 6 – Petersburg Indian Association 11-person bus

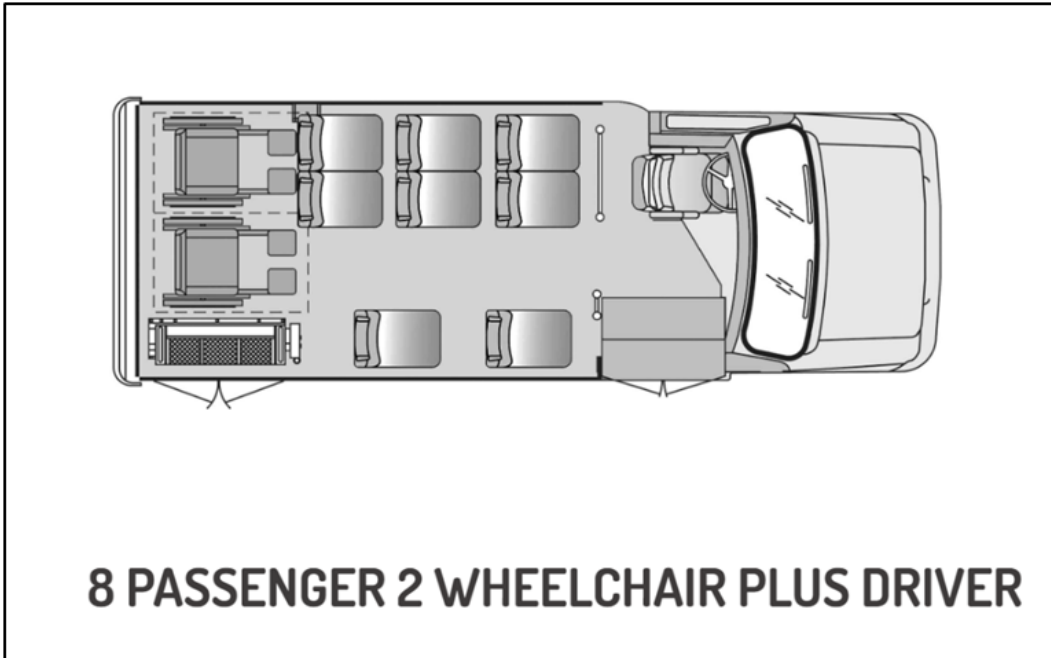


Figure 7 – Petersburg Indian Association Transit Bus for Seniors and the Physically Disabled



Petersburg Indian Association Transit Service Area

The service operates in a twenty-five-square-mile service area. Its hours of operation are Monday through Friday, 9:00 a.m. to 4:00 p.m., and Sundays, 9:00 a.m. to 1:00 p.m. Figure 8 shows PIA's routes of operation.

Figure 8 – Petersburg Indian Association Transit Bus Area



Petersburg Indian Association Transit Bus Operating Statistics

Federally recognized Indian tribes can receive funding in rural areas with populations of less than 50,000 under the Federal Transit Administration (FTA) Tribal Transit Program. Transit data from tribes is a requirement of the funding. Petersburg Indian Association has collected the following operating statistics from the beginning of the service in 2020. PIA's transit program has been growing in ridership, vehicle revenue miles, and vehicle revenue hours. PIA's operating statistics are in Table 1. Ridership increased 43.4% from 2021 to 2022 and 21.5% from 2022 to 2023.

Table 1 – PIA Transit Operating Statistics

Transit Operating Statistics for PIA Demand-Response Service					
	2021	2022	% Change 2021-2022	2023	% Change 2022-2023
Ridership	4101	5882	43.4%	7146	21.5%
VRM	6015	8702	44.7%	9700	11.5%
VRH	387	694	79.3%	812	17.0%
Service Days	256	281	9.8%	287	2.1%

Ridership is when the passenger boards the bus from origin to destination. A passenger may have several errands; each time the passenger steps on the bus, it is counted as a ridership.

Vehicle Revenue Miles (VRM) is the running time transporting passengers from one destination to another and, after dropping off a passenger, driving to pick up the next passenger.

Vehicle Revenue Hours (VRH) are the running time spent transporting passengers from one destination to another, waiting at the pick-up point for the passenger, and, after dropping off a passenger, driving to pick up another passenger.

Service Days are the days the bus is operating.

Petersburg Indian Association Transit Maintenance

Petersburg Indian Association uses a cloud-based computerized maintenance management system called *HIPPO CMMS* to track maintenance for the transit bus. The online program manages assets, schedules, tracks, and reports work orders for preventative and corrective maintenance.

Petersburg Indian Association Transit Asset Management (TAM)

Transit Asset Management (TAM) is a business model that uses the condition of transit assets to guide the optimal prioritization of transit funding. Its goal is to keep the transit network in good repair and operating at full performance. TAM is a requirement for all recipients of transit funds from the FTA. The TAM Rule is found in 49 Code of Federal Regulations (CFR) 625.

Good repair of assets comprises the life cycle that has been met or recovered, does not pose a safety risk, and can perform its design function. An accountable executive leads the compliance with the rule and carries out the TAM. The TAM needs to be updated every 4 years or if there are significant changes to the transit assets. PIA's TAM plan is in Table 2. Transit Asset Management elements are the inventory of capital assets, condition assessment, decision support tools, and investment prioritization.

Table 2 – PIA Transit Inventory of Assets and Capital Investment Prioritization

PIA Transit Inventory of Capital Assets					Transit Asset Management 2020-2024					
Asset No.	Year	Make		License	Vin# or other	Item Description (<i>model & serial number</i>)	DATE	Original Acquisition Cost	Listed with Psg Ins.	Deposition
1	2019	FORD Transit	Starttrans Candidate II Transit	YZF368	1FDES6PM3KKA41043	Paratransit 11 person bus	9/10/2019	\$73,504.74	Yes	

Investment Prioritization (fiscally constrained list)				
No.	Year	Proposed Project	Standard of Good Repair Rating ≤ 2.5	Cost
2020-2024		None	None	\$0
1	2027	New purchase of 11 passenger cutaway bus		\$100,000

Projects are prioritized by their Standard of Good Repair Rating. This rating takes into account the percent of useful life remaining, the condition of the asset, the asset's performance with regard to reliability, ambience, safety, and meeting industry standards, and lastly the level of corrective and preventative maintenance that is required. If the State of Good Repair Score is Poor in the Asset Criteria's that asset should be prioritized for replacement.

Performance Measures reported to NTD

Equipment Age: The percentage of vehicles that have met or exceeded their Useful Life Benchmark (ULB) equals 0% for PIA

Rolling Stock Age: The percentage of revenue vehicle with a particular asset class that have met or exceeded their ULB equals 0% for PIA

Facilities Condition: the percentage of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements (TERM) scale

Table 3 – PIA Transit Asset Management Plan Condition of Assets

RATING OF ASSETS - CONDITION ASSESMENT					TTP TRANSIT ASSET MANAGEMENT PLAN	
ASSET CRITERIA AND SCORING SYSTEM					CONDITION RATING	
Asset Rating Score	Asset Age	Asset Condition	Asset Performance	Level of Maintenance	Asset Condition Rating	
	ULB (Percent of Useful Life Remaining)	(Quality, Level of Required Maintenance)	(Reliability, Ambience, Safety, Meets Industry Standards)	(Level of Preventative and Corrective Maintenance)	Rating Description	Scoring Range
5	Asset new or nearly new 75% - 100%	Asset new or like new; no visible defects	Asset mets or exceeds all performance and reliability metrics, indusrtury standards	No unfunded or deferred maintenance activities	Excellent	4.8-5.0
4	Asset nearing or at its midlife point 50% - 75%	Asset showing minimal signs of wear; some slight defects or deterioration	Asset generally meets performance and reliabilty metrics, industry standards	Some temporary deferments of PM and CM; but no activities skipped completely	Good	4.7- 4.0
3	Asset has passed its midlife poing 25% - 50%	Some moderately defective or deteriorated components; expected maintenance needs	Occasional performance and reliability issues; may be substandard in some areas	More frequent and extended deferments of PM and CM; some activities skipped altogether	Adequate	3.0-3.9
2	Asset nearing or at end of its useful life 0% - 25%	Increasing number of defects, deteriorating components, growing maintenance needs	Performance and reliability problems becoming more serious; sub-standard elements	PM and CM acitivities frequently delayed or skipped until major problems surface	Marginal	2.0-2.9
1	Asset is past its useful life	Asset in need of replacement or restoration, may have critically damaged components	Frequent performance and reliability problems; does not meet industry standards	Significant backlog of PM and CM work due to history of derred and skipped activities	Poor	1.0-1.9
Performance Measure is 1=Poor to 5 = Excellent						
0	Asset non-operable	Asset non-operable	Asset non-operable	Asset non-operable	Non-Operable	0
PIA SCORING BASED ON PREDETERMINED WEIGHTINGS						
	Asset Age	Asset Condition	Asset Performance	Level of Maintenance	Asset Condition Rating	
	20%	30%	30%	20%		
PIA cutaway 1	3	4	4	4	3.75	
the purpose is to plan the maintenance and replacement of the asset(s), the target for the asset(						

Transit Demand Assessment

Greatest Transit Need

The elderly, disabled, zero-vehicle households, and low-income populations have the greatest need for public transit. The US Census data yields information for these populations in Petersburg. Additionally, the Petersburg Borough commissioned a Housing Needs Assessment, which reported the total percentage of low-income households.

Results from the census data yield an elderly population in Petersburg, with an average age of 50.1, and 25% of the population over 65. According to the census data, low-income households comprise approximately 30% of the population in Petersburg. From the Petersburg Borough's Housing Needs Assessment 2023, 40% of households are lower-income, with an Area Mean Income AMI under \$68,000. The data from the transit survey taken in the Petersburg Borough found that 16% of the population are zero-vehicle residents.

Transit Demand Determined by Vehicle Availability

Passenger Trips per year are determined by a method in the Demand Estimating Model for Transit Route and System Planning in Small Urban Areas (1979), Transportation Research Record #730. The trip rate analysis indicated a distinct difference between households with no automobiles and households with one or more cars. The resulting basic trip generation rates were (S. P. Marvin Golenberg n.d.):

Figure 9 – Basic Trip Rate

Number of Automobiles per Household	Daily trip rate per household
0	0.21
≥1	0.04

The number of households in the Petersburg Borough equals 1,753 (Alaska Department of Transportation and Public Facilities n.d.). According to the transit survey, the number of Zero-Vehicle households is 16%. US News and World report on the Petersburg Borough's community health for Zero-Vehicle households was 16.9%. (US News and World Report 2024) Using the above rates, the potential transit demand can be estimated as follows:

$$(0.21 * \text{Zero Vehicle Households} + 0.04 * \text{Residents of Multi-Vehicle}$$

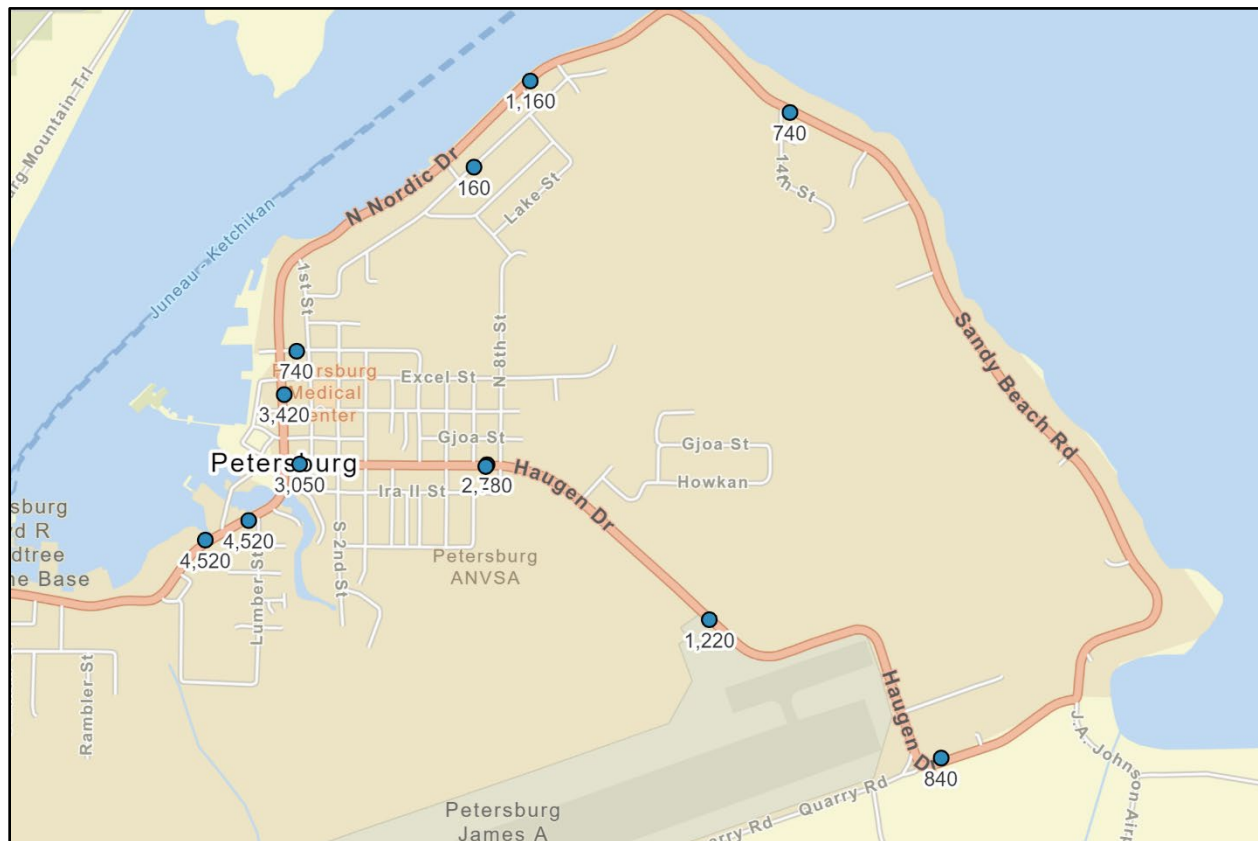
$$\text{Households}) * 287 \text{ service days per year} = 33,785 \text{ one-way trips per year}$$

Transit Demand Determined by Traffic Counts

Only 0.5% of rural residents use public transportation to travel to work (US News and World Report 2024). The Alaska Department of Transportation and Public Facilities, ADOT&PF, gathers the Average Daily Traffic, ADT count for the Petersburg Borough Area. The potential traffic demand can be calculated as follows:

$$.005 * 4,520 \text{ ADT} * 287 \text{ Service Days per year} = 6,100 \text{ one-way trips per year}$$

Figure 10 – ADOT & PF Petersburg Average Daily Traffic Counts 2022



Transit Demand Summary

The total estimated demand for one-way trips in public transit services ranges from 6,100 to 33,785. Petersburg Indian Association had 7,146 unlinked passenger trips for its on-demand elderly and physically disabled transit services in 2023.

Transit Funding

PIA has access to transit funds from the Federal Highway Administration FHWA Tribal Transportation Program TTP) and the Federal Transit Administration FTA Tribal Transportation Program. These programs support public transit projects' capital, operating, planning, and administrative expenses.

FHWA Tribal Transportation Program

Petersburg Indian Association has transit funds from the FHWA Tribal Transportation Program, funded by the Highway Trust Fund contract authority, and is subject to the overall federal aid obligation limitation. Funds are allocated among Tribes using a statutory formula based on tribal population, road mileage, and average tribal shares of the former Tribal Transportation Allocation Methodology, TTAM formula (US Department of Transportation Federal Highway Administration n.d.) The amount of the Tribal

Transportation TTP funds that Tribes can spend on transit is 100% of their TTP allocation minus any amounts from other areas. PIA annually budgets \$120,000 of its \$700,000 FHWA funding for its On-Demand transit operations.

FTA Tribal Transportation Program

FTA's Tribal Transit Program offers formula and competitive funding grants under FTA's 5311 program 49 USC Section 5311 / Fixing America's Surface Transportation Act (FAST Act) Section 3007 (US Department of Transportation Federal Transit Administration n.d.).

FTA's formula grants are for rural areas with populations under 50,000. The grant directly funds the federally recognized Indian tribal government for capital, operating, planning, and administrative expenses to support public transit projects that meet the growing needs of rural tribal communities. To access Tribal Transit Program formula program funds, prospective recipients must have reported to the National Transit Database (NTD) in the most recent NTD report year at the time of apportionment to be allocated funds under the Tribal Transit Program formula program. This typically means prospective recipients must have reported to the NTD for two consecutive years before their first TTP formula allocation. (Federal Transit Administration 2024). PIA currently receives \$8.875 from FTA's formula grant.

FTA's competitive grants are for prospective recipients who respond to a published Notice of Funding Opportunity (NOFO). The grants are for planning, capital, or operating funds for transit projects. Tribal governments that do not operate public transportation services may apply to the Tribal Transit competitive program for a planning project or start-up costs.

National Environmental Policy Act Funding Requirements

Federal funds require that you meet the requirements of the National Environmental Policy Act (NEPA). An environmental assessment or impact statement is unnecessary if actions do not significantly affect the human environment. NEPA designates specific actions under Categorical Exclusions that do not induce significant environmental impacts. The purchase of transit vehicles is defined as a categorical exclusion.

General Transit Feed Specification Funding Requirements

A fixed route transit service requires General Transit Feed Specification (GTFS). The FTA needs the GTFS planning tool to inform the public of fixed transit services. Trip planners will have the transit information for using the transit, where it goes, and the service schedules. The information will be on apps like Google Transit, Apple Maps, Bing, and Transit App. This map information integrates a combination of geographic data and the scheduling of the transit route. (Federal Transit Administration 2024)

Transit Climate Action Information

Laws

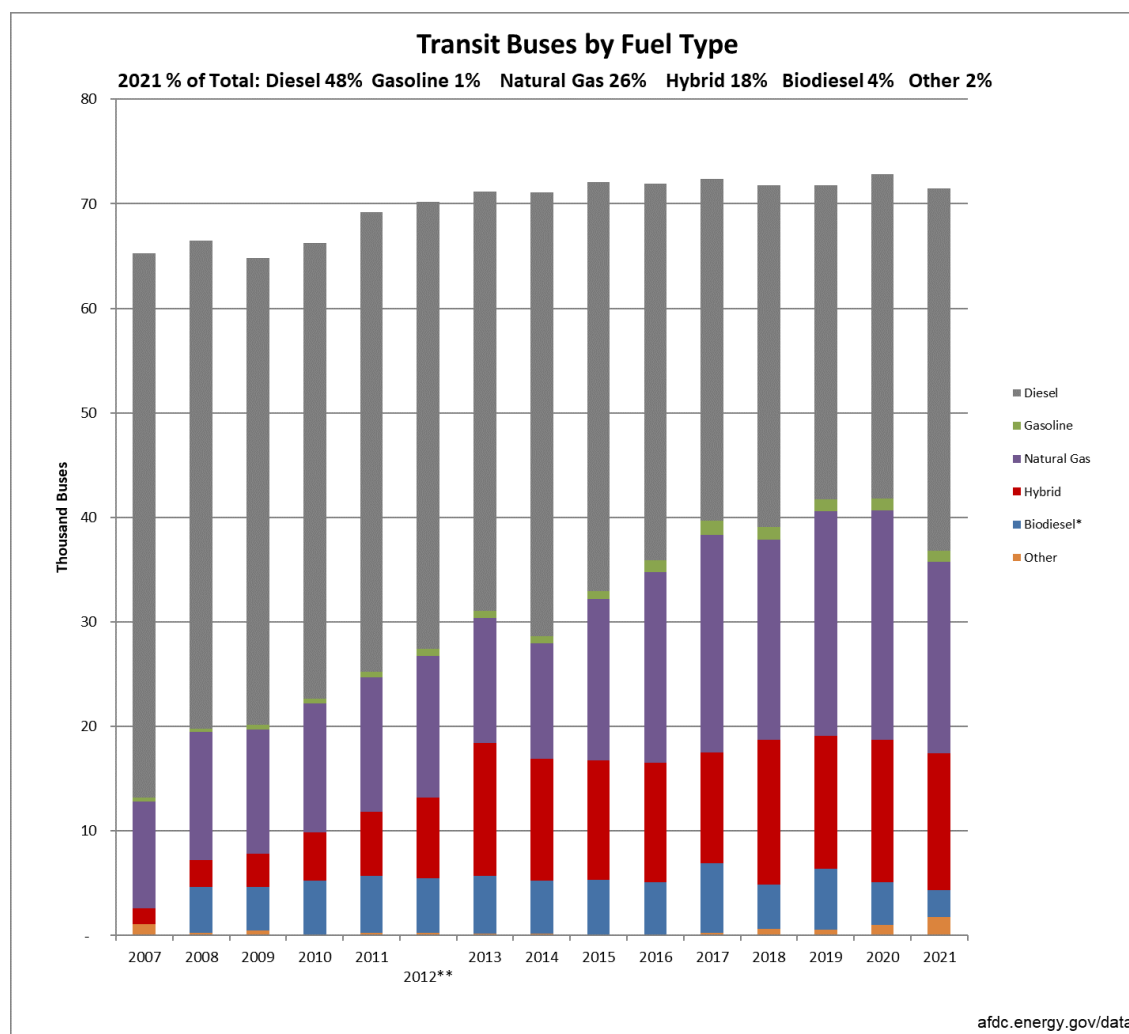
Political commitments steer activities toward the goal of the adoption of electric and hybrid buses.

The Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act in 2021, contains the Surface Transportation Reauthorization Act of 2021 and the Surface Transportation Investment Act of 2021. BIL continues authorization for national surface transportation legislation, such as the Congestion Mitigation and Air Quality (CMAQ) Improvement Program, and includes provisions to increase investment in electric vehicle supply equipment, alternative fuel infrastructure, electric vehicle batteries, electricity grid upgrades, and light-medium and heavy-duty zero-emission vehicles. (US Department of Energy n.d.)

Transit Vehicle Fuel Choices

Conventional fuels that power transit vehicles are derived from petroleum: gasoline and diesel. Alternative fuel choices include natural gas, biodiesel, and electricity. Some hybrid vehicles use a combination of conventional and alternative fuel. (US Department of Energy n.d.)

Figure 11 – Transit Buses by Fuel Type chart (American Public Transportation Association 2024)



Diesel – Diesel fuel is derived from petroleum. Unlike the emission control systems on gasoline vehicles, many diesel vehicles have additional after-treatment components that reduce particulate matter and break down dangerous nitrogen oxide (NOx) emissions into harmless nitrogen and water. Diesel buses make up 48% of transit buses. (US Department of Energy n.d.)

Natural Gas – Natural gas is clear, odorless, and non-corrosive. It can run combustion engines in liquid and gas states. It has fewer carbon emissions than gasoline, making it more eco-friendly. Gasoline and diesel-powered engines can be modified to handle natural gas fuel. (US Department of Energy 2024) Natural gas vehicles make up 26% of transit buses.

Hybrid-Electric – Hybrid electric vehicles are powered by an internal combustion engine of petroleum fuels in combination with one or more electric motors that use energy stored in batteries. The electric motor's extra power may allow for a smaller combustion engine. The battery can also power auxiliary loads and reduce engine idling when the vehicle is stopped. The electric battery charges using regenerative braking and the internal combustion engine. The vehicle captures energy usually lost during braking by using the electric motor as a generator and storing the captured energy in the battery. (Department of Energy n.d.) Hybrid-electric vehicles make up 18.8% of transit buses.

Mild Hybrids – Mild hybrids cannot power vehicles using electricity alone. They use a battery and electric motor to help power the vehicle, and can allow the engine to shut off when the vehicle stops (such as at traffic lights or in stop-and-go traffic). (Department of Energy n.d.)

Full Hybrids – Full hybrids have larger batteries and electric motors that can power vehicles for short distances and at low speeds. (Department of Energy n.d.)

Biodiesel – Biodiesel is a renewable, biodegradable fuel manufactured domestically from vegetable oils, animal fats, or recycled restaurant grease. It is a liquid fuel often called B100, pure, or neat biodiesel in its unblended form. Like petroleum diesel, biodiesel is used to fuel compression-ignition engines. (US Department of Energy n.d.) Biodiesel fuel transit vehicles make up 4% of transit vehicles.

Gasoline – Gasoline is derived from petroleum. It is easily attainable and quick to burn. Gasoline is the most common transportation fuel, but it is not the most common bus transit fuel. (Department of Energy n.d.) Gasoline-fueled transit bus vehicles make up 1% of transit vehicles.

All Electric Vehicles – All-electric vehicles are also called battery electric vehicles. A battery pack stores the electrical energy that powers the motor. The batteries are charged by plugging the vehicle into an electric power source. (US Department of Energy n.d.) All electric vehicles are part of 2% of transit vehicles in "Other" types of transit fuel.

Financial Challenges for Alternative Fuel Vehicles

Capital costs are higher for alternative fuel vehicles than for petroleum-based fuel vehicles. The useful life of a Cutaway bus (10 passengers plus a driver) is seven years. Batteries for electric and hybrid-electric buses may need to be replaced after six to eight years. (World Resources Institute 2019) Physical assets for alternative fuel vehicles, such as charging stations for electric and electric-hybrid vehicles, may need to be developed, along with other supporting infrastructure. Automotive services for alternative vehicles must be

available in Petersburg, or additional costs must be considered when shipping out the vehicles to be serviced. Recycling the electric vehicle batteries may have associated costs.

The 2019 capital cost of PIA's gas-powered 8-passenger bus with two wheelchairs was \$72,779.74. The 2023 estimated cost for a 12-passenger bus with two wheelchairs was \$314,356 (Appendix).

Benefits of Alternative Fuel Vehicles

Electric and hybrid-electric buses deliver local and global emission reductions with higher fuel efficiency, 24-40 Percent lower carbon dioxide emissions, 18-90 percent lower nitrogen oxide emissions, 37-90 percent lower carbon monoxide emissions, and 17-78 percent lower hydrocarbon emissions. (Shauna L. Hallmark 2013)

Technology Development for Alternative Fuel Vehicles

The PIA employees must be educated in alternative fuel vehicles' technical operation, maintenance, and disposal challenges. Technical expertise is required to install and maintain charging technology. Automotive services need to be educated about alternative fuel vehicles to be kept locally in Petersburg.

Options for alternative fuel vehicles

The Department of Energy and the Federal Transit Administration have both cited the lack of data and analysis results in real-world service as a challenge for moving forward with different fuel cell technologies for transit. (US Department of Energy National Renewable Energy Laboratory 2010) The education and development of the requirements for alternative fuel technology include understanding the fuel supply, fueling infrastructure, preventative and operational maintenance, insurance, performance, and safety requirements of the alternative fuel technology vehicle.

Electric and hybrid-electric buses offer lower emissions, which promotes air quality benefits. The benefits and challenges of adopting electric and hybrid-electric buses for public transport require an understanding of the following:

- Capital cost of diesel, gasoline, natural gas, electric, or hybrid-electric buses.
 - Useful life of the vehicle
 - Smaller bus 7 years (light truck chassis E-350 or E-450)
 - Larger bus 12 years
- Operational expenditures
 - Fuel, electricity, employee wages/benefits, and administrative costs
- Maintenance cost
 - Mechanics, vehicle expenses (oil/filter replacement)
- Physical assets needed for buses
- Technical challenges
- Service quality of buses

Transit Safety Information

FTA administers a national transit safety program authorized by 49 United States Code (USC) § 5329 to improve the safety of all public transportation systems. The program has oversight to advance safe, reliable, and equitable transit service throughout the United States. FTA's Office of Transit and Safety & Oversight helps make transit safer through policy development, hazard investigation, data collection, risk analysis, oversight programs, and information sharing. (Federal Transit Administration n.d.)

FTA conducts inspections, investigations, audits, examinations, and testing of equipment, facilities, rolling stock, and operations. It issues safety advisories and directives and requires, if necessary, corrective action plans and operation prohibitions.

The National Transit Database requires annual reporting of all safety issues involving transit buses, passengers, and operators. The goal is to keep transit passengers and bus drivers safe.

Recipients of funding from FTA 5311 grants may draft and certify their safety plans.

Petersburg Indian Association's twelve-page informational Passenger Booklet is available on its website. Riders can also access the four-page Transit Passenger Code of Conduct.

Figure 12 – Petersburg Indian Association's Passenger Booklet (appendix)



Figure 13 – Petersburg Indian Association's Transit Passenger Code of Conduct (appendix)



Transit Passenger Code of Conduct

These rules are in place for the safety and awareness of all passengers that use the PIA transit bus to create a fair and safe environment for all passengers.

1. The transportation of animals is prohibited, except in a secure container or carrier, or a service animal on a short, secure leash. If animal is disruptive, the animal will not be allowed back.
2. Wearing roller skates, in-line skates, or using skateboards is prohibited. Carrying sporting equipment aboard is allowed.
3. Eating is prohibited. Drinking from a container with a secured lid designed to prevent spillage is allowed.
4. Alcoholic beverages are not to be consumed or transported on the transit bus.
5. The use of marijuana, having a marijuana dispensary as your point of origin or departure, or the marijuana odor on your person is prohibited.
6. Objects that block the aisle or stairway or that occupy a seat are prohibited, except at driver's discretion. Strollers must be folded prior to boarding.
7. Storing personal property on the transit bus is prohibited. PIA is not responsible for stolen or damaged items.
8. Extending anything out windows or doors of moving bus is strictly prohibited.
9. Hanging and swinging off bars or stanchions is prohibited.
10. Attaching oneself to the exterior of the bus is prohibited and may be cause to initiate legal action.
11. Smoking is strictly prohibited on the transit vehicle and within 20' of the bus when parked.

Transit Issues

Seniors, disabled, and low-income individuals have the most significant transportation needs. (D. M. Jeremy Mattson 2022) In their 2013 Community Coordinated Transportation Plan—Public Transit, the Petersburg Borough stated that Petersburg has service gaps and unmet transportation needs for accessible transit for seniors, the physically disabled, and low-income individuals. The Rural Transit Fact Book 2022 states that rural populations tend to be older, that the population aged over 65 has the highest percentages of disabilities, and that the population lives below the poverty line. (D. M. Jeremy Mattson 2022). Petersburg's median age is 50.1 years compared to Alaska's median of 35.9 years and the United States' median of 38.8 years. (United States Census Bureau Populations and People 2024). Petersburg has a significant senior community.

Petersburg Indian Association is the lead agency in providing transit services in Petersburg. PIA provides a safe, reliable, and free on-demand transit service to riders 60 years of age and older and the physically handicapped. PIA trains its drivers, recruits fill-in drivers, and maintains its transport fleet. PIA has communicated with care providers of the transit service and advertises its service via flyers, on the piatribal.org website, and in the local newspaper.

Petersburg's remote location presents challenges for environmentally friendly and affordable transportation options.

Population characteristics contribute to transit service demand. Dependent Population Characteristics that need transit services are:

- Elderly population
 - As seen on the US census data, Petersburg has an elderly population with a median age of 50.1 years. The state of Alaska's median age is 35 years. The median age of the United States is 38.8 years.
 - The age of 65 is the age at which US citizens are legally considered seniors, as defined by the Social Security Administration. (Beabout, What Age is Considered Elderly, Experts Way In 2023)
 - Mobility-Limited Population. As people age, they may experience a change in their ability to move around physically. (National Insitute on Aging 2020)
- Low-Income Population
 - Federal guidelines define low income as \$14,580 annually for one person and \$30,000 for a family of four. (Wallet 2023)
 - According to the US Census, the number of low-income households in Petersburg is approximately 30%.
 - According to the 2023 Petersburg Borough Housing Needs Assessment, 40% of households are lower-income housing.

Prioritize solutions with transit funding

On-Demand Senior and Physically Handicapped Transit Service

There appears to be a need and desire for public transit in Petersburg. Low-income households have the greatest need for public transit. The transit survey results yielded 16% of residents not owning a personal vehicle. The census reporter showed that almost 30% of people in Petersburg are in the lower income range. The 2023 Petersburg Borough Housing Needs Assessment also reported that 40% of households are lower-income.

With transit being a priority for seniors, the physically disabled, and low-income residents, the Petersburg Indian Association's continuance of their on-demand transit senior and physically handicapped service is recommended as the priority service.

Fixed Route Transit Service

As the transit survey and interviews with the stakeholders concluded, additional transit service for Petersburg residents of all ages is the next priority. The recommended service would be for one vehicle on a fixed route, which is the primary service area of Petersburg. Procurement and operating costs are estimated for the service, which would be offered Monday through Friday.

- Number of buses: 1
- Source of vehicles: FTA and FHWA TTP, FTA TTP Competitive Grant Program
- Operated by: Petersburg Indian Association
- Capital Purchase Cost Electric 15 Passenger Bus: \$314,400
- Capital Purchase Cost Petroleum 15 Passenger Bus: \$120,000
- Annual operation and maintenance cost: \$100,000
- Annual hours of service: 1,694

A fixed transit service operating five days a week from 9 am to 4 pm in a 12.3-mile route with stops at grocery stores, post office, airport, recreation areas, harbors, ferry terminal, library, and medical services would cost approximately \$100,000 a year with a capital investment between \$100,000 and \$340,000, depending on the type of transit vehicle purchased. An option for a transit service route is in Figure 14.

Figure 14 – Proposed Fixed Transit Route



Conclusion for public transit in Petersburg

This study evaluated community conditions to identify the ideal transit solutions for the Petersburg Area. Through extensive research into capital and operating costs, community surveys, and stakeholder interviews, a model was developed to ensure services are both adaptable and reliable.

To achieve this reliability, the study recommends expanding the fleet to two vehicles. While electric buses were considered aligned with local climate action goals, petroleum-powered buses remain the most viable option due to their lower maintenance and acquisition costs. Ultimately, the findings—detailed in the preceding pages—indicate a strong community preference for on-demand services targeting seniors and individuals with disabilities. While fixed-route service is desired, the study recommends a comprehensive strategic plan to ensure its successful implementation.

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Transit Study Appendix



PETERSBURG INDIAN ASSOCIATION

P.O. Box 1410
Petersburg, Alaska 99833
907-772-3636

PIA RESOLUTION 2026-4

Resolution to Support the Petersburg Indian Association 2025 Transit Study

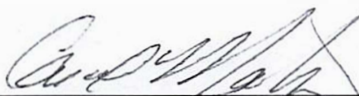
WHEREAS the Petersburg Indian Association is an Indian Tribe as defined in Section 4 of the Indian Self-Determination and Education Assistance Act, Pub. L. 93-638, 25 U.S.C. 450b;

Whereas the Tribe qualifies for services and benefits under the Federal Highways Tribal Transportation Program and the Federal Transit Authority Tribal Transit Program,

Whereas the Tribe intends to follow the Department of the Interior, Bureau of Indian Affairs, 25 C.F.R. Part 170, Tribal Transportation Program; Final Rule, and Chapter 2 of Title 23 or 25 C.F.R. and the 49 U.S.C. §5311(c)(1)(B) known as the FTA 5311 Tribal Transit Formula Program and the 49 U.S.C. §5311(c)(1)(A) known as the competitive Tribal Transit Program,

BE IT RESOLVED, by the council of the Petersburg Indian Association, supports the Petersburg Indian Association 2025 Transit Study.

I hereby certify that the above resolution was duly adopted at a regular meeting of the Petersburg Indian Association Tribal Council on this 18th day of April 2026, at which a quorum was present, with a vote of 4 for, 0 against, 0 abstentions, 0 absent.


Tribal Council President Carol Martinez

4/15/26
Date


Attest

04/15/26
Date

**PETERSBURG INDIAN ASSOCIATION
TRIBAL TRANSPORTATION PROGRAM
PETERSBURG INDIAN ASSOCIATION TRANSIT STUDY 2025
SIGN IN SHEET August 5, 2025
Hallingstad Peratrovich Conference Room 4:30 p.m.**

15 North 12th Street
P.O. Box 1410
Petersburg, Alaska 99833
Phone (907) 772-3636

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Petersburg Indian Association

2025 Transit Study

Public Meeting Agenda

August 5, 2025

4:30 pm

Hallingstad Peratrovich Building conference room

- I. Welcome and Introduction
- II. Transit Study Goal is to find the best-fit transit option for the Petersburg area.
 - a. Community Conditions
 - i. Geography – isolated community in the Bush of Alaska
 - ii. Demographics – older age population, median age 50.1
 - iii. Disability- 46% of people over 65 have a disability
 - iv. Income and Poverty – median household income \$77,826
 - v. Zero-Vehicle Population – 16% of the population does not own a car
 - vi. Area Median Income
 - b. Community Input Survey - The transit study concluded that Petersburg Residents favor a public transit on-demand service for the senior and the physically handicapped population segment. Petersburg residents also favor a fixed-route public service.
 - c. Existing Transit Resources
 - i. Current Fleet – one bus with 8 passengers + 2 wheelchairs + driver
 - ii. Transit Service Area – Sandy Beach Park to the Beachcomber Inn, 9 am to 4 pm Monday to Friday, Sunday 9 am to 1 pm
 - iii. Transit Operating Statistics – Increasing ridership since 2021.
 - iv. Transit Maintenance – PIA does preventative and operating maintenance
 - v. TAM Plan – Transit Asset Management Plan plans for the maintenance and purchase of the new transit vehicle
 - d. Transit Demand Assessment
 - i. Greatest Transit Need – The elderly and physically disabled, and zero-vehicle households have the greatest need for transit
 - ii. Transit Demand Determined – range is 6100 to 33,785 one way trips per year. PIA had 7,146 unlinked passenger trips in 2023.
 - e. Transit Funding

- i. FWA PIA Tribal Transportation Program – All funding may be used for transit.
 - ii. FTA Tribal Transportation Program – FTA 5311 funding available to PIA.
 - iii. Requirements of NEPA – Not needed for the purchase of a transit vehicle but for a transit building.
 - iv. GTFS General Transit Fee Specification Requirements – For fixed route service you need a service App like Google Transit. The geographic routes and schedule times must be posted on the App informing the public of the service.
- f. Transit Climate Action Information
 - i. Financial Challenges – The political commitments steer towards electric and hybrid buses.
 - ii. Transit Vehicle Fuels by Choice – Diesel is the most popular
 - iii. Financial Challenges of Alternative Fuels – Capital costs are higher for the purchase of the electric bus, and there must be developed supportive assets (charging stations).
 - iv. Benefits of Alternative Fuels – Less carbon footprint
 - v. Technology Development – Employees must be educated on the use and maintenance of electric vehicles.
 - vi. Options for Alternative Fuels – List of Cost expenditures
- g. Transit Safety Information – FTA has a national safety program, FTA conducts audits and inspections, NTD requires all safety issues reported, and FTA grant recipients may draft safety plans. PIA's transit has a 12-page informational booklet online and a 4-page code of conduct for Transit Passengers.
- h. Transit Issues – Seniors, the disabled, and low-income individuals have the greatest need in the population for transit services.
- i. Prioritized solutions – Offer an On-Demand Senior Handicapped Transit Service or a Fixed Route Transit Service. Yearly operating cost of a 15-passenger bus is \$100k, capital cost is \$120k for a Petroleum bus, and \$314k for an electric bus.
- j. Conclusions

This study aimed to learn about the community conditions determining the best-fit transit options for the Petersburg Area. Petersburg needs a transit service that matches the community's conditions. Transit information was researched and gathered. The capital, maintenance, and operating costs of bus service were examined. A community survey was conducted, and interviews with community members helped model and shape the type of transit services for the Petersburg community. Transit buses need to be adaptable to the community's transit needs. The choices in Petersburg are petroleum-run buses or

electric buses. The petroleum-run buses were the best option for Petersburg because of their affordability and maintenance. Although the climate action plan aims to reduce the carbon footprint of Petersburg residents, the capital and maintenance costs of the electric bus are deterrents to electric vehicles in Petersburg. The transit study concluded that Petersburg Residents favor a public transit on-demand service for the senior and the physically handicapped population segment. Petersburg residents also favor a fixed-route public service, but implementing such a service would be problematic and should be approached slowly, with much planning and research.

III. Questions

Comments:

The takeaway from the meeting was that there is a community need for reliable transit service, especially for seniors and people with disabilities, and that expanding the service would help meet the needs of more people. A reliable transit service requires an additional bus because the bus is out of service when being serviced, and if it needs to be sent out of town, the service could be down for weeks. A fixed-route service is desirable but has many problems to solve before it can get going.



PIA Transit

ORIGIN TO DESTINATION

PARATRANSIT BUS SERVICE

FOR SENIOR CITIZENS (60 YRS OR OLDER)

AND PERSONS WITH PHYSICAL DISABILITIES

RESERVATIONS REQUIRED

Service

Available Daily

9:00 a.m. to 4:00 p.m.

Service Area

Between Sandy Beach Park and the Beachcomber

Free to the eligible passenger and caregiver!

907-650-778

RULES OF THE ROAD

So that everyone may enjoy a safe & comfortable ride, please observe the following:

- No open containers of any type
- Beverages in spill-proof containers
- No disruptive behavior
- No weapons or hazardous materials
- Trained service animals welcome
- Pets up to 25 lbs in a suitable carrier
- No smoking, eating, or alcohol
- Shirts and shoes required
- Passengers must wear seatbelts
- Children weighing 40 pounds or less must travel in an approved infant/child car seat supplied by the attending adult; the attending adult is responsible for securing the car seat

And be courteous:

- Respect other passengers
- Keep conversations quiet
- No rude or profane language
- Use headphones



- **Reservations**
- PIA Transit offers ADA-accessible transportation to persons with physical disabilities, including persons using wheelchairs. Passengers are picked up at their location of choice and taken to their destination. Passengers may meet the driver at the van or have the driver escort them from their door. Passengers are scheduled in groups wherever possible. Please understand that your requested time of service may be negotiated with you to fit into the schedule more efficiently.
-
- Office/reservations hours are 9:00 a.m. to 4:00 p.m. daily.
- ***Passengers must call at least one day in advance to schedule rides.***

Call 907-650-7788 to make a reservation.

If the call goes to voicemail, leave a message with your name and phone number; the driver will return the call to schedule your ride.

The following information will be needed:

- Passenger Name
- Passenger phone number
- Date of trip
- The desired pick-up time and desired arrival time
- Address or name of pick-up location
- Address or name of destination
- If there are special needs (i.e., wheelchair, need door-to-door service)
- If someone will be accompanying the passenger
- All the above information for the return trip



Cancelling a Ride

Please call to cancel as soon as you know that you will not be making the trip



The Day of Your Ride

If you have a specific arrival time (doctor, work, etc.), you need to be ready 1 hour before your arrival time. *You may be picked up **anytime** within this one-hour window.*

If you do not have a specific arrival time (shopping, pharmacy, etc.), you need to be ready 15 minutes prior to the scheduled pick-up time and up to 30 minutes after the scheduled pick-up time. *You may be picked up **anytime** within this 45-minute window.*

Please remember that this is a shared ride. The bus may make several stops before reaching your destination.

NOTE: The transit van cannot provide winter services to/from locations on unplowed roads.



Grocery bags are limited to six bags, and extra bags are assessed at \$1.00 per bag.

Luggage (under 50 lbs each) is limited to three pieces. Extra luggage will be assessed at \$10 each.

PIA Transit will do its best to respond to changing schedules; however, due to the high demand for our services, we are not always able to change pick-up or drop-off times on short notice. For everyone's safety and protection, drivers are not allowed to enter passengers' residences. If additional assistance is needed, **a caregiver or companion may ride along at no charge.**



Who Can Ride the Bus?

- You are 60 years of age or older
- You have a physical disability that prevents you from walking
- You require an assistive device to walk or perform daily tasks
- You have a significant visual disability
- You are unable to understand and follow transit directions or understand information signs for reasons other than language or literacy.
- You are an adult accompanying an eligible child. The accompanying adult must provide a child safety seat for children under 40 lbs.
- Caregivers and companions must get on and off at the same locations as the eligible passenger; no additional stops are allowed.



Trained Service Animals

are welcome on board the PIA transit bus. The ADA requires the animal to be under the control of the handler. If a service animal is disruptive or directly threatens the health or safety of others, the handler will be asked to remove the animal. Uncontrolled barking, jumping on other people, or running away from the handler are examples of unacceptable behavior.

Americans with Disabilities Act (ADA) Priority Paratransit eligible passengers have guaranteed access to service within ADA guidelines.

A special note to passengers in wheelchairs:

PIA Transit drivers will not assist in moving a wheelchair up or down steps. Please arrange for someone other than the driver if this assistance is needed.



There is no service on the following Holidays:

- New Year's Day
- Elizabeth Peratrovich Day
- President's Day
- Seward's Day
- Memorial Day
- Juneteenth Day
- Independence Day
- Labor Day
- Indigenous People's Day
- Alaska Day
- Veteran's Day
- Thanksgiving
- Christmas

A reasonable modification may be requested by passengers regarding the policies, practices, and procedures used to avoid discrimination and to ensure accessibility to individuals with disabilities.

How do I become Certified to ride PIA Transit?

Persons qualifying based on their disability must provide a letter from a medical professional that explains the nature of the disability and whether it is permanent or temporary. The letter may be faxed to 907-772-3637 or mailed to the Petersburg Indian Association, P.O. Box 1410, Petersburg, AK 99833.

Should I tip the driver? NO.

Tipping is not permitted. PIA drivers are paid and do not accept gratuities.

Passenger Suspension Policy

PIA Transit is committed to providing quality public transportation services to senior citizens and persons with disabilities.

However, there are rare occasions where individual passengers abuse service. When this occurs, denying service to those individuals may be necessary.

Criteria for suspension of service:

- **Verbal or physical abuse** toward a PIA transit bus employee or other passenger
- **Behavior** that presents a clear and present danger to any individual's health or safety, such as behavior that is violent, seriously disruptive, or illegal

Procedure:

The following procedure will be followed before denying any transportation for an individual. All communications to the individual will be in an appropriate, accessible format.

- PIA Transit staff may immediately refuse service to an individual when necessary to protect the health and safety of other passengers or PIA Transit employees
- Incidents will be carefully and thoroughly documented
- PIA Transit staff will provide written notice of each infraction. This notice will include an explanation of the

policy that the passenger failed to follow. Notice will be provided of any proposed action or suspension of service resulting from the infraction. The passenger will be invited to respond either verbally or in writing to the notice if there is a disagreement.

If you have an unresolved problem or question, contact PIA at:

Jalyn Pomrenke, Tribal Administrator
P.O. Box 1410
Petersburg, Alaska 99833
(907) 772-3636



For an emergency, call 911. PIA transit bus is NOT an emergency vehicle.



Transit Passenger Code of Conduct

These rules are in place for the safety and awareness of all passengers that use the PIA transit bus to create a fair and safe environment for all passengers.

1. The transportation of animals is prohibited, except in a secure container or carrier, or a service animal on a short, secure leash. If animal is disruptive, the animal will not be allowed back.
2. Wearing roller skates, in-line skates, or using skateboards is prohibited. Carrying sporting equipment aboard is allowed.
3. Eating is prohibited. Drinking from a container with a secured lid designed to prevent spillage is allowed.
4. Alcoholic beverages are not to be consumed or transported on the transit bus.
5. The use of marijuana, having a marijuana dispensary as your point of origin or departure, or the marijuana odor on your person is prohibited.
6. Objects that block the aisle or stairway or that occupy a seat are prohibited, except at driver's discretion. Strollers must be folded prior to boarding.
7. Storing personal property on the transit bus is prohibited. PIA is not responsible for stolen or damaged items.
8. Extending anything out windows or doors of moving bus is strictly prohibited.
9. Hanging and swinging off bars or stanchions is prohibited.
10. Attaching oneself to the exterior of the bus is prohibited and may be cause to initiate legal action.
11. Smoking is strictly prohibited on the transit vehicle and within 20' of the bus when parked.

12. Littering is prohibited on the transit vehicle.
13. Use of sound producing equipment without headphones is prohibited. Examples of these devices include but is not limited to: iPods, radios, cell phones.
14. Spitting, defecating or creating unsanitary condition by discharge of blood, urine, feces, vomit or other bodily fluids is prohibited.
15. Carrying of weapons, explosives, flammable, caustic or other harmful materials is strictly prohibited.
16. Interfering with the provision of safe transportation services is prohibited.
17. Loud or unruly behavior and unwelcome physical or verbal contact with passengers or driver is strictly prohibited.
18. Defacing, destroying, or vandalizing transit property including any signage, notices, or advertisements is prohibited.
19. Entering non-public areas within the transit vehicle is prohibited.
20. Throwing objects on any person or in the transit vehicle is prohibited.
21. Failure to pay appropriate fees will result in disqualification from riding the transit bus.
22. Misrepresenting oneself as eligible for services is prohibited and can lead to legal actions and possible loss of privileges to ride the transit bus.
23. Failure to follow direction from the bus driver or other authorized transit personnel may lead to suspension of privileges to ride for the day.
24. Bringing items onto transit property that emanate an odor which unreasonably disturbs others or interferes with their use of the transit system is prohibited and will not be allowed to remain on the bus-- whether odor arises from one's body, clothes, food, accompanying animal or any other source.

Penalties

1. In addition to the above described conduct, criminal conduct including but not limited to assault, disorderly conduct, or illegal drug use, is prohibited on all transit properties. The Petersburg Borough Police Department will be contacted if such conduct is observed by transit personnel.
2. In addition to possible civil and criminal penalties, violators of the code of conduct and any other applicable laws may be subject to immediate denial of service and suspension of privilege to enter or use the transit bus.
3. Immediate denial of service may be enforced by a Petersburg Borough Police officer or authorized transit personnel, including drivers. Failure to comply with denial of service shall be grounds for criminal trespass prosecution.
4. In addition to immediate suspension for one day, long-term suspension of privileges to enter or use the transit bus may be initiated by the transportation director or Tribal Administrator. A written notice will issue stating the cause and duration of the suspension and the process for requesting review. Suspension shall be in effect upon receipt of the notice and shall remain in effect during any review process or until further notified.
5. Within 10 business days after receiving notice of suspension of privileges to use the transit bus, a person receiving such notice ('respondent') may deliver a written request for review of the reason(s) for the suspension to the Transportation Director or Tribal Administrator. Within 10 business days after receiving a request for review, the Tribal Administrator shall hold a telephonic or in-person hearing, at which time the respondent will have the opportunity to present reasons for reconsideration of the

suspension. The Tribal Administrator shall make a decision within 10 business days following the hearing and notify the respondent in writing of the decision.



Creative Bus Sales

Creative Bus Sales
11601 Cyrus Way #101
Mukilteo, WA 98275

Phone: 425.609.1500
Fax: 425.609.1501
www.creativebussales.com

Buyer's Order Contract

Date:	July 3, 2019	Unit #(s):	
Customer Name:	Petersburg Indian Asso.		
Contact:	Angela Davis	Phone:	907-772-3636
Address:	PO Box 1418	Fax:	
City, State, Zip:	Petersburg, AK 99883	E-Mail:	accountant@piatribal.org
Sys2K Entity #:	1561829	Salesperson:	Lonnie Solmonson
Ship To Address:	Attn: Susan Harai - Petersburg Indian Asso. - PO Box 1418		
Ship To Address Cont'd:	Petersburg, AK 99883		
Ship To Phone:	907-650-7301	Ship To Email:	susanharai@piatribal.org
Finance Source:		Contact:	
Address:		Phone:	
City, State, Zip:		Fax:	
Description of Vehicle:	2018 Ford T350 Transit, Startrans CII Transit, 8 pass, 2w/c Complete bus wrap per design furnished by PIA. Price includes shipment to Petersburg vis barge, AML		
VIN #:			
Engine Type:	Gas	FOB Terms:	Destination
Number of Passengers:	8	Wheelchair Positions:	2
Estimated Delivery Date:	August 15, 2019	Payment Terms:	Net 15
Possession State:	AK	Unit Price	\$ 79,629.74
		Delivery	\$ -
		Incentive (Non-Taxable)	\$ (6,000.00)
		Rebates (Taxable)	\$ (1,000.00)
		Doc Prep Fee (Taxable)	\$ 150.00
		Base Selling Price	\$ 72,779.74
		Total Taxable Amount	\$ 73,779.74
		Sales Tax	\$ -
0.000% WA - Exempt-Interstate/Non-Home States			\$ -
			\$ -
			\$ -
		DMV Estimated Fees	\$ -
		DMV Electronic Filing Fee	\$ -
		Tire Fee	\$ -
		Fees Sub-Total	\$ -
		Total Price Per Unit	\$ 72,779.74
		Quantity	1
		Contract Total	\$ 72,779.74
		0.00	
		Customer Net Trade	\$ -
		Customer Deposit	\$ -
		Balance Due	\$ 72,779.74

Notes:
Sales tax is calculated based on the state or country in which customer takes possession of vehicle. Sales tax will be charged to customers taking possession in AZ, CA, CO, FL, IN, NM, NV, OK, OR, SC, TX, WA, Canada, and Mexico.
All rebates and incentives will be signed over to Creative Bus Sales
California State Tire Fee of \$1.75 per tire applies to all new vehicle purchase or leases.

Remit To: Creative Bus Sales, Inc. 14740 Ramona Ave, Chino CA 91710

Terms: The deposit if indicated above is due with this signed contract. The balance due indicated above is due before vehicle(s) will be released to the Customer. If the vehicle(s) is not accepted by the Customer, the vehicle will be available for sale to other customers. The vehicle(s) will not be titled to the Customer until the contract total indicated above plus any interest charges indicated herein are paid in full. There is no "cooling off" or other cancellation period for vehicle sales. Therefore, you cannot later cancel this contract without the agreement of the Dealership, or for legal cause. The tax and fees reflected on this agreement are based on the regulations applicable at the time of drafting this contract. The actual amounts due will be based on the regulations applicable at the time title for each vehicle transfer.

Buyer's Signature:

Creative Bus Sales:

CBS Signature:

Lonnie Solmonson

7/3/2019

7/3/2019



WASHINGTON STATE TRANSIT BUS COOPERATIVE
TRANSIT BUSES - LIGHT AND MEDIUM DUTY
Price Agreement No. 06719-02 / Amend. 2 Pricing

Customer: Petersburg Indian Association
Address: 312 Nordic Drive
City/State: Petersburg, AK
Contact: Susan Harai
Phone: 907-650-7301
Email: susan.harai@piatribal.org

Contract: Schetky Northwest Sales, Inc.
Preparer: Rich Hawkins
Email: richh@schetkynw.com
Phone: 253-948-6520
Date: 8/7/23

Base Model	ElDorado Advantage
Priced Configuration	FRONT LIFT*(7) FOLDAWAY SEATS*UP TO (5) W/C*OR 12+2+DRIVER
Quantity	1

PRICING SUMMARY		
Base Model Price	\$	130,594.05
Contract Options	\$	39,427.38
Unpublished Options	\$	137,585.00
Delivery Cost	\$	6,750.00
Per Vehicle Price	\$	314,356.43

Total Contract Price \$ 314,356.43

Vehicle Length	Lift Position	WC Positions	Total Passengers	CDL Required
24'	Front	Up to 5	15	No

