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Commission, Boundary (CED sponsored)

From: Reed [krismel99@yahoo.com] **Sent:** Sun 10/23/2011 10:50 AM
To: Commission, Boundary (CED sponsored)
Cc:
Subject: Petersburg
Attachments:  [janev.doc\(6MB\)](#)

RECEIVED
OCT 23 2011
Local Boundary Commission

Dear Sirs,

Petersburg has refused to take into account the wide differences in transportation needs within the proposed borough. We do not have a common form of transportation. They travel to their homes by car, we arrive at our home by boat and/or a long hike. People down south would laugh at the idea that 30 miles is a long distance. Traveling 30 miles by boat is a very long distance. The people writing the borough charter seem to believe that transportation needs inside the city are the same as outside. They are just wrong. A while back a Petersburg family built a cabin down the beach from our house. The family has lived in Petersburg for four generations and many of them are commercial fishermen. The wife commented to me that the next year after the cabin was finished the entire family would be there for Thanksgiving. I realized these local people had no idea what they were getting themselves into. Needless to say they have never been there for Thanksgiving in the past 15 years. There are many cabins built near us and when the reality of living out here hits we never see these people again. Many of these cabins have not been visited in 10 years. Living out here with a boat for transportation means you have to be home before dark. Water makes for a very dangerous highway: swift moving, always changing and unforgiving. There are no channel markers, no street lights to show the way. When I have been called for jury duty in Petersburg the court system provides a hotel room and money for food during a trial because the court system knows people living out of town can not get into town easily.

Petersburg asked for input into the charter for the proposed borough. What would we need to become part of the borough? A committee was formed and they spent months working on these proposals. There was much back and forth in our area as to the borough issues. How could we work with Petersburg and form a borough? I would like to discuss three points in the proposal that I feel were very important. We asked for a tiered taxation system. People living 30 miles away from Petersburg would pay less than people living closer to town. It seems simple; those living closer to town use more of the services so they should pay more. There are other boroughs that have this type of system, Haines and Ketchikan for example. Another thing we asked for was when a new ordinance was introduced we have a months time before it was voted on. We have no cell phone service and radio is garbled at best. We communicate with each other by VHF radio. Many of us get to town twice a month and in the winter only once. One months time would give us an opportunity to review the ordinance. The third issue I feel is so important is we asked to be allowed to send a letter to comment on a proposed ordinance. It is impossible for most of us to attend a night meeting and after daylight savings time changes it is impossible for us to attend any meeting in town at all!

These three issues seemed to me to be small compromises when you are trying to take control of such a large and far reaching area as Petersburg has proposed. There was little discussion, they took our suggestions and wrote their charter. We only found out by reading the proposed charter that none of these points had been included.

Petersburg completely disregarded the issue of transportation when they wrote their charter. They seem to just keep saying, there is no problem, there is no problem.. Well, the problem is huge. For me they are proposing taxation without representation. The transportation issues have not been considered in the present charter. Forming a borough at this time, using the charter as it is written would take away my constitutional rights and marginalize me as a citizen of the state of Alaska and the United States of America.

Janey Reed Oct. 17, 2011 Duncan Canal