

**PETERSBURG BOROUGH  
ORDINANCE #2013-~~2~~4**

**AN ORDINANCE ~~PROVIDING FOR~~IMPLEMENTING AN AREAWIDE TRANSIENT  
ROOM TAX IN THE AMOUNT OF 4% THROUGHOUT THE PETERSBURG  
BOROUGH AND PROVIDING FOR THE ADMINISTRATION, COLLECTION AND  
REPORTING OF THE TRANSIENT ROOM TAX**

**Whereas**, on January 3, 2013 the Election Division for the State of Alaska, certified the election results of the December 18, 2012 incorporation election for the Petersburg Borough; and

**Whereas**, the certified election confirmed the incorporation of the Petersburg Borough and dissolved the City of Petersburg, and

**Whereas**, the Charter for the Petersburg Borough, Section 12.02 designates that sales and use taxes can be levied on an areawide basis, a non areawide basis or service area basis and Petersburg Borough Charter Section 19.07B says "All sales and use taxes levied within the former City of Petersburg shall become areawide taxes at the time of borough formation and remain in effect until changed as provided in this Charter", and

**Whereas**, the Transition Plan contained within the Petersburg Borough petition called for the areawide transient room tax to be implemented within 90 days after borough incorporation.

**Therefore be it Resolved**, the existing transient room tax provisions for the dissolved City of Petersburg, Alaska, as noted with ~~clerical~~ amendments below, are hereby approved and adopted as a borough ordinance to be administered on an areawide basis.

**Section 1. Classification:** This ordinance is of a permanent nature and shall be codified in the Petersburg Borough Code.

**Section 2. Purpose:** The purpose of this ordinance is to provide for the administration, collection and reporting of the four percent (4%) areawide transient room tax as approved by the borough voters at the December 18, 2012 incorporation election.

**Section 3. Substantive Provisions:** The provisions of the former City of Petersburg Municipal Code, Chapter 4.33 are hereby transferred and incorporated into this borough ordinance. Chapter and section numbers from the prior city code are retained for future referencing and codification of the Borough Code.

Article 4.33, of the Petersburg Borough Code shall read:

**Chapter 4.33 - TRANSIENT ROOM TAX**

**Sections:**

4.33.010 - Definitions.

4.33.020 - Levied.

4.33.030 - Rate.

4.33.040 - Exemptions.

4.33.050 - Collection and accrual.

4.33.060 - Use of proceeds.

#### 4.33.010 - Definitions.

For purposes of this ~~section~~ **chapter** the following words shall have the ~~definitions below assigned.~~ **meanings ascribed to them.**

- A. "Combined-price package" means 1) a combination of services, or services and goods, provided by a hotel operator for a single flat rate, or a rate which otherwise combines the cost of services and goods provided, or 2) where overnight accommodations are only made available by the operator on condition that the guest purchase other services or goods in connection therewith. This includes any package where all or any part of the overnight accommodations utilized in the package are located within the borough.
- B. "Guest" means an individual, corporation, partnership or association paying monetary or other consideration for the use of a sleeping room or rooms in a hotel. This is specifically intended to include any guest who has overnight accommodations as part of a combined-price package.
- CB. "Hotel" means a structure or portion of a structure which is occupied or intended and designed for occupancy by transients for dwelling, lodging or sleeping purposes and includes any hotel, motel, inn, ~~lodge, cabin~~ or bed and breakfast.
- DC. "Rent" or "rents" means the amount paid or promised, in terms of money, as consideration for the use by a transient of a room or rooms in a hotel, ~~motel or other public accommodation~~; it does not include the cost of food or entertainment, nor does it include the cost of banquet or other facilities not intended for use as overnight accommodations.
- ED. "Transient" means a person who occupies a suite, room or rooms in a hotel for fewer than thirty consecutive days. An employee who occupies a suite, room or rooms rented or leased by an employer for more than thirty days, for use on a rotating basis by employees, is not a transient.

#### 4.33.020 - Levied.

There is hereby levied a tax on hotels, ~~motels and bed and breakfast~~ room rentals to transients.

#### 4.33.030 - Rate.

- A. The rate of the transient room tax is established at four percent of the room rent.
- B. For a combined-price package, the tax shall be computed by charging the transient room tax on ~~thirty~~ fifteen percent of the total cost of the combined-price package.
- C. This tax shall be in addition to the general sales tax. This tax shall not be levied on the ~~municipal~~ sales tax portion of the rental bill. Neither shall the general sales tax be levied on this transient room tax. Both taxes shall be computed individually on the room rent, or the combined-price package as appropriate.

#### 4.33.040 - Exemptions.

- A. No tax shall be imposed where the rental is less than five dollars per day.

#### 4.33.050 - Collection and accrual.

- A. Every hotel operator renting rooms subject to taxation under this chapter shall collect the taxes imposed by this chapter from the transient guest at the time of collection of charge for the room, or for the combined-price package if applicable, and shall transmit the same, with appropriate form provided by the ~~treasurer~~ **finance director**, to the **city borough**. The tax imposed shall be shown on the billing to the guest as a separate and distinct item.

- B. This tax accrues each day of occupancy and shall be paid by the hotel operator to the ~~municipality~~ **borough** on or before the close of the following month, and shall be delinquent unless so paid.
- C. Each transient guest is responsible for the room rental tax imposed by this chapter and the tax shall be due and payable to the hotel operator at the time the rent is paid.
- D. Enforcement and collection of this tax shall be according to the provisions of ~~Chapter 4.28, Section 4.28.100 through Section 4.28.150 of this code.~~ **the borough sales tax code.**

**4.33.060 - Use of proceeds.**

The proceeds of this tax ~~hereby levied~~ shall be used to provide funding for visitor-related services in the ~~city~~ **borough**. ~~Such uses~~ include, but are not limited to, payment of membership fees to tourist-related organizations, advertising, and maintenance and operation of a visitor information center. Any funds not required for visitor-related services may be used for promotion of the general economic development of the ~~city~~ **borough**.

**Section 4. Severability:** If any provision of this ordinance or any application to any person or circumstance is held invalid, the remainder of this ordinance and the application to other persons or circumstances shall not be affected.

**Section 5. Effective Date:** This Ordinance shall become effective April 1, 2013.

Passed and approved by the Petersburg Borough Assembly, Petersburg, Alaska this \_\_\_\_\_ day of \_\_\_\_\_ February, 2013.

ATTEST:

\_\_\_\_\_  
Kathy O'Rear, Clerk

\_\_\_\_\_  
Mark Jensen, Mayor

Adopted:  
Published:  
Effective:

**Petersburg Borough, Petersburg, Alaska  
RESOLUTION #2013-2**

**A RESOLUTION OPPOSING THE U.S. FOOD AND DRUG ADMINISTRATION'S  
PRELIMINARY FINDING OF NO SIGNIFICANT EFFECT ON THE QUALITY OF THE  
HUMAN ENVIRONMENT IN THE UNITED STATES WITH APPROVAL OF AQUABOUNTY  
TECHNOLOGIES, INC'S APPLICATION TO MARKET GENETICALLY MODIFIED  
ATLANTIC SALMON IN THE UNITED STATES**

**WHEREAS**, AquaBounty Technologies, Inc. has submitted an application to the Food and Drug Administration (FDA) for approval of the "AquAdvantage Salmon", a genetically modified Atlantic salmon, for human consumption and marketing in the United States; and

**WHEREAS**, this is the first genetically modified animal intended to be used as food in the United States; and

**WHEREAS**, the Center for Veterinary Medicine prepared the "Preliminary Finding of No Significant Impact" (FONSI) report for the FDA, which expresses support for approval of the "AquAdvantage Salmon"; and

**WHEREAS**, the FONSI report states the social, economical and cultural effects of approving the rearing and eventual sale of the genetically modified AquAdvantage Salmon to citizens of the United States have not been analyzed and evaluated; and

**WHEREAS**, the "AquAdvantage Salmon" was bred by inserting a Pacific Chinook salmon growth hormone gene and an Ocean Pout antifreeze protein gene into fertilized eggs of wild Atlantic salmon. The fish that develop from these eggs have an enhanced growth rate compared to wild and farmed Atlantic salmon that are not genetically modified; and

**WHEREAS**, AquaBounty proposes fertilization and incubation to the eyed-egg stage on Prince Edward Island, Canada; shipment of the eyed-eggs to Panama; grow-out and processing of fish in Panama; and, shipment of processed fish to the United States for retail sale. AquaBounty maintains the land based rearing of the "AquAdvantage Salmon" to be safely contained with a minimum risk of escapement into the wild; and, in the event there is an escape, believes the geographical area of the salmon rearing is unfavorable to the survival of "AquAdvantage Salmon"; and

**WHEREAS**, Alaskans know all too well that fish farming containment measures are not fail-safe. Escaped farmed Atlantic salmon from British Columbia fish farms are found in Alaskan waters and are mixing with our wild stocks of Pacific salmon. In addition, AquaBounty does not adequately address the possibility of eyed-eggs making their way into the Prince Edward Island streams that flow into the Northern Atlantic Ocean and are currently the spawning grounds for adult hatchery-reared Atlantic salmon; and

**WHEREAS**, the development of "AquAdvantage Salmon" has been ongoing for approximately 15 years, yet the product has not been the subject of thorough scientific research and testing to ensure its consumption by humans is safe in the long term; and

**WHEREAS**, many salmon consumers purchase the product for its widely recognized health benefits, and this lack of safe consumption testing could weaken consumer confidence in all salmon products. Weakened consumer confidence would cause undue financial stress on all wild seafood based livelihoods; and

**WHEREAS**, Alaska's wild seafood industry, which is extremely important to the state's economy and is the largest industry in Petersburg, could be severely impacted by the sale of genetically modified salmon; and

**WHEREAS**, there is no shortage of farmed Atlantic salmon. The sole purpose of genetically modifying Atlantic salmon is to increase profits for biotechnology firms and salmon farms by creating faster growing fish.

While most consumers prefer wild salmon, if the price difference between wild and farmed salmon widens due to a flooded farmed salmon market with the faster-growing AquaAdvantage Salmon, the probability that a consumer chooses farmed salmon will increase. This will directly harm our commercial fishermen; and

**WHEREAS**, should the FDA approve AquaBounty's application to market their product in the United States, it is critical that the product be mandated to be clearly labeled "Genetically Modified" to allow consumers to make an informed choice regarding their health and well being. Alaska statutes require such labels be prominently displayed on the front of the package.

**THEREFORE BE IT RESOLVED** the Assembly of the Petersburg Borough by this resolution does not support the FDA's "Preliminary Finding of No Significant Impact" or approval of genetically engineered salmon for sale in the United States.

**BE IT FURTHER RESOLVED** if, despite strong environmental and human health concerns and lacking the evaluation of the social, economic and cultural effects on the United States and its citizens, the application is approved by the FDA, product labeling requirements should include the words "Genetically Modified" prominently displayed in a minimum font size and a contrasting color on the front of the package.

PASSED and APPROVED by the Petersburg Borough Assembly this \_\_\_\_ day of \_\_\_\_\_, 2013.

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Mark Jensen, Mayor

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Kathy O'Rear, Borough Clerk

## Dockside



# Alaska Fish Factor

By LAINE WELCH  
Fishes columnist

## Final coordinated push to stop Frankenfish

Fishing groups, consumers and health organizations are launching a final push to prevent genetically modified fish from getting the nod for American dinner plates.

During the holidays the Food and Drug Administration issued its environmental assessment concluding that the fish, tweaked to grow at least three times faster than normal, will not have any significant impacts on the human environment and is unlikely to harm wild stocks. The FDA's environmental green light is the last step before Aquabounty, the creators of so called Frankenfish, can send the mutant to markets.

The public has until February 26 to send comments to the FDA. Alaska Senators Begich and Murkowski have written to the FDA asking for a 60 day extension to the comment deadline, citing the holiday timing and new mutations in Congress. Senators from Washington, Oregon and Maryland also signed on to the comment extension request. No word yet on if the request has been granted.

Meanwhile, Senator Begich said the agency is moving "full steam ahead with fine-tuning its Frankentfish regulations," and he is not optimistic that public opinion will sway the federal ok.

Indeed, late last year the federal government awarded a coveted \$300,000 research grant from the National Institute of Food and Agriculture to Aquabounty when the company disclosed it could run out of cash early this year. Over the past 16 years, Aqua Bounty has spent \$67 million to genetically tweak its "AquAdvantage" Atlantic salmon and navigate the permitting process.

Senator Begich called the FDA's support of the mutant fish "totally misguided."

"I think the FDA is not equipped to understand the impacts this genetically engineered fish will have on the environment and ecosystem," he said in a recent teleconference.

That echoed earlier comments by Rep. Don Young and Senator Murkowski who called the FDA's actions "especially troubling since the agency is ignoring the opposition of fishing groups as well as more than 3,000 consumers and health organizations."

As of Friday there were 3,209 comments posted on the FDA regulation page -- of the 15 pages of comments posted, not a single one spoke in support of the GM fish. The Alaska legislature and state fishing groups have come out strongly against Frankentfish as has the National Humane Society, Center for Food Safety, among others.

"Can they move forward even with so much opposition by so many diverse groups? The sad answer to this is probably," said Begich.

"Still I encourage more people to make comments. I think the more comments the agency gets on the official record may slow them down or prevent them from moving forward," he added.

According to Aquabounty documents, the company plans to grow the modified Atlantic salmon eggs at a lab in Prince Edward Island. By them to Panama where they will be raised at inland fish farms, and then shipped back for sale in the U.S. Prospective fish farmers are lined up in South Dakota, West

Virginia, Wisconsin and Ohio. Meanwhile, Alaska's Congressional delegation intends to keep pressure on the FDA.

"We intend to reintroduce legislation that will deal with not allowing this product to come to market," Senator Begich said. "We will also deal with the labeling issue and some others. So if they think we are just going to roll over because they think they are a regulatory agency that just gives a check off and that's good enough, they are mistaken."

The Guardian newspaper in the UK quipped: If approved, the fish would be the world's first modified animal "to make its way into the food chain, clearing the way for an entire menagerie of redesigns, from fast-growing trout and tilapia to the "enviropig", genetically altered to produce less polluting waste."

Comments on Frankentfish can be sent to [www.regulations.gov](http://www.regulations.gov) Docket No. FDA-2011-N-0899.

Money for "Made in America" - Federal grants are available for Alaska companies that are getting punched by competing imports.

"We look to assist firms that produce products or services made in America and in doing so, save and create as many US jobs as possible," said Gary Kuhn, director of the nonprofit Northwest Trade Adjustment Assistance Center, an arm of the US Dept. of Commerce Economic Development Administration.

If Alaska companies have lost sales or production to foreign competitors, they are eligible for up to \$75,000 in matching grants for projects of their choice. Smaller companies, for example, can get up to \$30,000 with a 25 percent match of

\$7,500 for the company and the grant covers the rest. Large companies have a 50/50 split with a maximum grant of \$150,000.

The money can't be used to buy equipment or pay salaries, but it can cover consulting, training, website development and marketing.

"We do a lot in the marketing field," Kuhn said. "We help develop a marketing strategy and then help produce the tools needed to implement the strategy."

The TAA grants can help producers in manufacturing, agriculture, seafood and service firms such as fish brokerage companies. Co-ops and trade groups also may apply. Kuhn said his staff assist firms from the get go, from submitting applications and preparing and implementing projects through completion.

He added that the trade grants also are a tool for Alaska legislators.

"In some states we have very good success where the legislators refer clients to us. We are a tool to help their constituents," Kuhn said. Learn more [www.ntaa.org](http://www.ntaa.org).

Fish split - Arni Thomson, one of Alaska's best known fishery advocates and policy wonk has joined the new Alaska Salmon Alliance as its first executive director. The ASA was formed in late 2011 to promote policies that protect fish and ensure long term fishing benefits at Cook Inlet. Its membership includes Inlet fishing organizations, fishermen, and the region's four major processors.

Thomson is well known for his decade's long work in state and federal levels with Bering Sea crab fisheries and as recent president of United Fishermen of Alaska. He said the ASA will not

focus on salmon fishing disputes between Cook Inlet user groups. Another focus is the loss of salmon habitat due to encroaching development and land uses.

"We want to stay out of allocative issues as much as possible. The objective is public education, communication and outreach to all user groups in the Cook Inlet salmon fisheries," he said in an interview.

The Alliance aims to make sure that the commercial fishing sector retains access to the resource. Both sport charters and Inlet seeders were completely shut down last summer to protect big salmon returns, along with closures in the Mat Su drainage.

Thomson said at a recent meeting of a new Board of Fisheries task force "there was a serious effort by all the parties to start exchanging real proposals" and that "some interim solutions could be tested this summer."

Fish watch - The nation's largest fishery opens on January 20 - Alaska pollock. This year's total catch from the Bering Sea and Gulf of Alaska is 1,387,146 metric tons or more than three billion pounds. Alaska pollock accounts for 30% of all US seafood landings.

Fish Bucks - American Seafoods Company is accepting applications for its Alaska community grant program. A total of \$30,000 will be given out by the company's community Advisory Board for projects addressing issues such as hunger, housing, safety, education, research, natural resources and cultural activities. Deadline to apply is February 6; recipients will be selected on February 14. Request forms are available at [americanseafoods.com](http://americanseafoods.com), by contacting [kim.lynn@americanseafoods.com](mailto:kim.lynn@americanseafoods.com) or call 206-256-2659

## USCG

### conducting dockside exams



#### Rules of the road

US Coast Guard  
QUESTION & ANSWER

QUESTION: Which light display would mark the opening in a pipeline where vessels could pass through?

## PUBLIC NOTICE

### PETERSBURG BOROUGH Vacancies in Elected Offices

The Petersburg Borough is accepting letters of interest from citizens who wish to serve the community in any of the following positions:

- Borough Assembly Member (two positions) - to serve until the October, 2014 election

**For Public Comment**

**Preliminary  
FINDING OF NO SIGNIFICANT IMPACT**

**AquAdvantage<sup>®</sup> Salmon**

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In support of a proposed agency action on  
a New Animal Drug Application for  
the integrated  $\alpha$ -form of the *opAFP-GHc2* gene construct  
at the  $\alpha$ -locus in the EO-1 $\alpha$  line of triploid, all-female genetically engineered  
Atlantic salmon (AquAdvantage Salmon) to be produced as eyed-eggs and  
grown-out only in the physically-contained freshwater culture facilities  
specified in the sponsor's application

**4 May 2012**

**Prepared by the  
Center for Veterinary Medicine  
United States Food and Drug Administration  
Department of Health and Human Services**

**Preliminary  
Finding of No Significant Impact (FONSI)  
for AquAdvantage Salmon**

AquaBounty Technologies, Inc. (ABT or the sponsor) has provided data and information to the Food and Drug Administration's (FDA's) Center for Veterinary Medicine (CVM) in support of a New Animal Drug Application (NADA) for a genetically engineered (GE) Atlantic salmon<sup>1</sup> to be produced and grown under specified conditions in physically-contained freshwater culture facilities specified in the sponsor's application. This line of fish, named AquAdvantage Salmon, is designed to exhibit a rapid-growth phenotype that allows it to reach smolt size (100 g) faster than non-GE farmed Atlantic salmon.

The AquAdvantage Salmon founder animal was generated in 1989 by micro-injecting a recombinant deoxyribonucleic acid (rDNA) construct, *opAFP-GHc2*, composed of a promoter from an ocean pout antifreeze protein (AFP) gene and a protein-coding sequence from a chinook salmon growth hormone (GH) gene into the fertilized eggs of wild Atlantic salmon. Subsequent selection and breeding led to the establishment of the AquAdvantage Salmon line, which has been propagated for eight generations. Under the conditions proposed for the NADA, AquAdvantage Salmon would be produced as triploid, all-female populations with eyed-eggs as the product for commercial sale and distribution. These eggs would be produced in the sponsor's facility on Prince Edward Island (PEI) in Canada. After confirming the genetic integrity of the broodstock used for manufacture and effective induction of triploidy in the eyed-eggs, these eggs would be shipped to a land-based grow-out facility in the highlands of Panama, where they would be reared to market size and harvested for processing.

Under the proposed action, AquAdvantage Salmon would not be produced or grown in the United States, or in net pens or cages, and no live fish would be imported for processing.

As a part of the NADA review and approval process, and consistent with the mandates in the National Environmental Policy Act of 1969 (NEPA), 42 U.S.C. § 4321 et seq. and FDA's regulations (21 CFR part 25), CVM has thoroughly evaluated the potential environmental impacts of approving an NADA for AquAdvantage Salmon, and has prepared the attached draft Environmental Assessment (EA) dated May 4, 2012 in relation to this proposed action.

FDA approvals for articles regulated under the new animal drug provisions of the Federal Food, Drug, and Cosmetic Act (FD&C Act) may be for a specific set of conditions where such conditions are proposed in the drug sponsor's NADA, or are required by FDA to mitigate potential risks, and are explicitly set forth in the conditions of approval. Any other uses are not approved. The sponsor must notify FDA about each proposed change in each condition established in an approved application and obtain FDA approval of a supplemental application for the change where necessary. 21 CFR 514.8. Approvals by FDA of NADAs related to GE

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<sup>1</sup> The NADA is for approval of the integrated  $\alpha$ -form of the *opAFP-GHc2* gene construct at the  $\alpha$ -locus in the EO-1 $\alpha$  line of triploid, female Atlantic salmon under the conditions of use specified in the application. However, for ease of reference, this document refers to the application as being for approval of the AquAdvantage Salmon.



animals are limited to a very specific set of conditions with the GE animal remaining under regulatory oversight as long as it is produced and marketed. FDA has determined that for the proposed action, conditions of use should include appropriate and redundant mitigation measures such as use of physical, biological, and geographical/geophysical forms of containment. For the proposed action (i.e., approval of an application for AquAdvantage Salmon), the conditions proposed in the materials submitted in support of an NADA would limit production of eyed-eggs to a single specific facility on Prince Edward Island (PEI), Canada, for delivery to a single, specific, land-based facility in Panama for grow-out (i.e., rearing to market size), with harvesting and processing (e.g., preparation of fish fillets, steaks, etc.) in Panama prior to retail sale in the United States. The specific proposed limitations on the production and use (grow-out) of AquAdvantage Salmon, including the production of triploid, all-female fish populations, are designed to mitigate potential adverse environmental impacts.

As part of the NADA review process, but separate from the environmental analysis itself, CVM has evaluated both the direct and indirect food safety impacts of AquAdvantage Salmon and any potential impacts of the rDNA insertion on target animal safety. With respect to food safety, FDA has concluded that food from AquAdvantage Salmon is as safe as food from conventional Atlantic salmon, and that there is a reasonable certainty of no harm from consumption of food from triploid AquAdvantage Salmon. Further, FDA has concluded that no significant food safety hazards or risks have been identified with respect to the phenotype of the AquAdvantage Salmon.

As the proposed action would only allow production and grow-out of AquAdvantage Salmon at facilities outside of the United States, the areas of the local surrounding environments that are most likely to be affected by the action lie largely within the sovereign authority of other countries (i.e., Canada and Panama). Because NEPA does not require an analysis of environmental effects in foreign sovereign countries, effects on the local environments of Canada and Panama have not been considered and evaluated in this draft EA except insofar as it was necessary to do so in order to determine whether there would be significant effects on the environment of the United States due to the origination of exposure pathways from the production and grow-out facilities in Canada and Panama.

In addition, social, economic and cultural effects of the proposed action on the United States have not been analyzed and evaluated because the analysis in the draft EA preliminarily indicates that the proposed action will not significantly affect the physical environment of the United States. Courts have held that under NEPA, social and economic effects must be considered only once it is determined that the proposed agency action significantly affects the physical environment.

FDA's approach in the draft environmental assessment is one based on a characterization of hazards, an evaluation of potential exposure pathways, and the likelihood of any resulting risk. The environmental analysis of consequences in the draft EA incorporates the principles described by the National Research Council as well as the U.S. Environmental Protection Agency's (EPA) approach to ecological risk assessment. The potential hazards and harms addressed in the draft EA center on the likelihood and consequences of AquAdvantage Salmon escaping, surviving, and becoming established in the environment, dispersing or migrating (i.e., evaluating whether there is an exposure pathway to the United States), and subsequently causing

an adverse outcome (the risk). These hazards are addressed for the production of eyed-eggs and grow-out to market size, within the framework of a conceptual risk assessment model and the following series of risk-related questions:

1. What is the likelihood that AquAdvantage Salmon will escape the conditions of confinement?
2. What is the likelihood that AquAdvantage Salmon will survive and disperse if they escape the conditions of confinement?
3. What is the likelihood that AquAdvantage Salmon will reproduce and establish if they escape the conditions of confinement?
4. What are the likely consequences to, or effects on, the environment of the United States should AquAdvantage Salmon escape the conditions of confinement?

As discussed at length in the draft EA, AquAdvantage Salmon would be produced and grown-out in secure facilities with multiple and redundant forms of physical containment that have been verified and validated by FDA. As a result, the possibility that GE fish could escape from containment, enter the local environments of PEI or Panama, and survive to reproduce is extremely remote. In addition, because the production process for AquAdvantage Salmon would ensure that populations produced will be triploid (effectively sterile), all-female animals, the possibility of their reproducing in the wild is likewise extremely remote. Finally, the environmental conditions found around the egg production and grow-out facilities represent types of geographical/geophysical containment that further reduce the possibility of survival, establishment and spread. Based on the evidence collected and evaluated by FDA, FDA has made the preliminary determination that it is reasonable to believe that approval of the AquAdvantage Salmon NADA will not have any significant impacts on the quality of the human environment of the United States (including populations of endangered Atlantic salmon) when produced and grown under the conditions of use for the proposed action. FDA preliminarily concludes that the development, production, and grow-out of AquAdvantage Salmon under the conditions proposed in the materials submitted by the sponsor in support of an NADA, and as described in the attached draft EA, will not result in significant effects on the quality of the human environment in the United States.

FDA has considered the no action alternative for this action, that is, denial of the NADA for AquAdvantage Salmon. There are two general likely scenarios to consider as a result of the no action alternative: (1) cessation of production of AquAdvantage Salmon, and (2) production of AquAdvantage Salmon at suitable locations outside the United States. There are no potential environmental impacts arising from the first general scenario. If no AquAdvantage Salmon are produced, there will be no production sites and no potential for escape or release of these fish to the environment, and therefore no effects on the environment of the United States. For the second general scenario, production of AquAdvantage Salmon at locations outside the United States, an assessment of potential effects on the environment becomes highly uncertain. Because production of AquAdvantage Salmon would be possible at any number of locations worldwide, under different containment conditions, and potentially within areas where native Atlantic salmon are present, there are too many variables and unknowns to perform a comprehensive risk assessment and make any predictions with respect to potential environmental impacts on the United States. NEPA does not require an analysis of effects in foreign sovereign countries.

However, to the extent that production would occur with less restrictive containment conditions than those proposed (e.g., fish might not be triploid, might not be reared in land-based facilities, or might not be subjected to multiple and redundant forms of physical containment), it is expected that adverse environmental impacts to the United States might be more likely to occur than under the conditions of production and grow-out for the proposed action.

FDA, having reviewed the materials submitted in support of an NADA for AquAdvantage Salmon, has made a “no effect” determination under the Endangered Species Act (ESA), 16 USC § 1531 et seq., that approval of the AquAdvantage Salmon NADA will not jeopardize the continued existence of United States populations of threatened or endangered Atlantic salmon, or result in the destruction or adverse modification of their critical habitat, when produced and reared under the conditions described within the attached draft EA. The two federal agencies responsible for administering the ESA, the National Marine Fisheries Service (NMFS) of the National Oceanic and Atmospheric Administration (Department of Commerce) and the U.S. Fish and Wildlife Service (FWS) of the Department of Interior, have been provided with this “no effect” determination and underlying information in support of it, provided within the attached draft EA. Both of these agencies have either concurred with, or indicated no disagreement with, FDA’s “no effect” determination. [See Appendix D to the draft EA]

#### *Conclusion*

FDA has carefully considered the potential environmental impacts of the proposed action and at this time has made a preliminary determination that this action would not have a significant effect on the quality of the human environment in the United States. Therefore, FDA has made a preliminary determination that an environmental impact statement will not be prepared.

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Date

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Tracey Forfa  
Deputy Director, Center for Veterinary Medicine

#### **Attachment:**

Draft Environmental Assessment for AquAdvantage Salmon dated 4 May 2012

**Petersburg Borough, Petersburg, Alaska  
RESOLUTION #2013 - 3**

**A RESOLUTION SUPPORTING THE PETERSBURG BOROUGH COORDINATED  
PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN  
BE SUBMITTED TO THE STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES**

- WHEREAS,** people with specialized transportation needs have right to mobility. Individuals with limited incomes and people with disabilities rely heavily, sometimes exclusively, on public and specialized transportation services to live independent and fulfilling lives. These services are essential for travel to work and medical appointments, to run essential errands, or simply to take advantage of social or cultural opportunities; and
- WHEREAS,** under SAFETEA-LU projects funded by three Federal Transit Administration (FTA) human services transportation programs: Elderly and persons with Disabilities (Section 5310), Job Access and Reverse Commute (JARC, Section 5316), and New Freedom (Section 5317) must be derived from a "locally developed, coordinated public transit-human services transportation plan." Alaska Department of Transportation and Public Facilities also includes funds from the Alaska Mental Health Trust in the application process; and
- WHEREAS,** the JARC program provides capital and operating funding for services to improve access to jobs for low income persons; and
- WHEREAS,** the New Freedom program provides capital and operating funding for transit and paratransit services and improvements for persons with disabilities that are new and go beyond those required by the American with Disabilities Act; and
- WHEREAS,** the Elderly and persons with Disabilities program provides capital assistance funding to provide transit and purchase of services to private nonprofit agencies, federally recognized tribes, and to qualifying local public bodies that provide specialized transportation services to elderly persons and to persons with disabilities; and
- WHEREAS,** Alaska Mental Health Trust provides grants to private non-profit agencies, federally recognized tribes, and to qualifying local public bodies that serve community transit needs of trust beneficiaries, namely Alaskans who experience mental illness; developmental disabilities; chronic alcoholism with psychosis; or Alzheimer's disease and related dementia through funding for purchase of services, capital and coordinated transportation system planning; and
- WHEREAS,** a local committee with representation from public, private and nonprofit transportation providers, human service agencies including Mountain View Manor Elderly Housing and Assisted Living, Petersburg Mental Health Services, and REACH, Inc. and representatives of the public including individuals with disabilities, older adults and people with low-incomes met on December 11, 2012; and
- WHEREAS,** the local committee reviewed and recommended through consensus a Coordination Plan to be submitted to the State of Alaska Department of Transportation and Public Facilities.

**THEREFORE, BE IT RESOLVED BY THE ASSEMBLY OF THE PETERSBURG BOROUGH:**

**SECTION 1.** The borough assembly supports the local committee's Coordinated Plan.

SECTION 2. That this resolution takes effect immediately upon its adoption

Passed and approved by the Petersburg Borough Assembly this Fourth Day of February 2013.

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MARK JENSEN, MAYOR

ATTEST:

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Kathy O'Rear, Borough Clerk

**PETERSBURG BOROUGH COORDINATED TRANSPORTATION PLAN  
(FINAL DRAFT)**

**JANUARY 2013**

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## **INTRODUCTION**

The intent of this plan is to document evaluation of existing transportation providers and the unmet transportation needs/duplications in human service agency and public transportation service. This document is intended to assist transportation stakeholders and providers to fulfill the requirements for the United We Ride initiative and the Federal Transit Administration's (FTA) Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU).

This Plan documents the comprehensive efforts of community outreach that have been conducted to date in an effort to encourage participation from all of the local stakeholders in the study area that represent the targeted populations. Outreach efforts are based on best practices from coordination efforts across the country as well as strategies suggested by the national United We Ride initiative in human service transportation. The goal is to improve human service and public transportation for older adults, individuals with disabilities of all ages, and people with lower incomes through coordinated transportation.

The following three federal funding grants are allocated as part of SAFETEA-LU. They are: Transportation for Elderly Persons and Persons with Disabilities (Section 5310); Job Access and Reverse Commute (Section 5316); and The New Freedom Initiative (Section 5317). These three grants require participation in the Community Coordinated Transportation Plan in order to be considered for funding.

Each of these federal funding grants requires a match from local, state, or any non-U.S. DOT source. The Alaska Mental Health Trust Authority is an example of a state-funding source that could be used as matching funds for any of the SAFETEA-LU programs. Other potential local sources include but are not limited to human service agencies, United Way, colleges or universities, government, or private businesses.

## **1.0 COMMUNITY BACKGROUND**

On January 3, 2013, the City of Petersburg dissolved in favor of formation of the Petersburg Borough. The Petersburg Borough is located in central Southeast Alaska. The population center for the borough is located on the northwest end of Mitkof Island, where the Wrangell Narrows meet Frederick Sound. It lies midway between Juneau and Ketchikan, about 120 miles from either community. It lies at approximately 56.812500 North Latitude and -132.955560 West Longitude. (Sec. 27, T058S, R079E, Copper River Meridian.)

### ***Climate***

Mild winters, cool summers, and year-round rainfall characterize Petersburg's climate. Average summer temperatures range from 46 to 56 degrees F. Annual precipitation averages 106 inches, with 97 inches of snow.



## ***History***

Tlingit Indians from Kake utilized the north end of Mitkof Island as a summer fish camp. Some reportedly began living year-round at the site, including John Lot. Petersburg was named after Peter Buschmann, a Norwegian immigrant and a pioneer in the cannery business, who arrived in the late 1890s. He built the Icy Strait Packing Company cannery, a sawmill, and a dock by 1900. His family's homesteads grew into this community, populated largely by people of Scandinavian origin. In 1910, a city was formed, and by 1920 600 people lived in Petersburg year-round. During this time, fresh salmon and halibut were packed in glacier ice for shipment. Alaska's first shrimp processor, Alaska Glacier Seafoods, was founded here in 1916. A cold storage plant was built in 1926. The cannery has operated continuously and is now known as Petersburg Fisheries, a subsidiary of Icicle Seafoods, Inc. Across the narrows is the town of Kupreanof, which was once busy with fur farms, a boat repair yard, and a sawmill. Petersburg has developed into one of Alaska's major fishing communities.

The City of Kupreanof within the Petersburg Borough was homesteaded around the turn of the century, when it was known as West Petersburg. The first business in Kupreanof was a small sawmill started in 1911 by the Knudsen brothers. In its early years, the mill produced barrels for the salted fish that were shipped out of Petersburg. The Yukon Fur Farm began raising foxes in the early 1920s but shortly shifted to mink. It became the first mink farm in Alaska. During the 1920s, over 100 people resided in West Petersburg. In addition to the sawmill and commercial fishing operations, residents had a small store, a gaff hook factory, and several mink ranches. During the 1930s and 40s, a small ship repair facility, an outboard motor shop, commercial logging, a clam cannery, and a barrel-maker were operating. Although the Knudsen Mill and the Yukon Fur Farm continued into the 1960s, the economics of living on the island became more difficult. The population fell from 60 in 1950 to 26 in 1960. The population has since remained stable. Kupreanof was named after the island when it incorporated as a second-class city in 1975.

## ***Economy***

Since its beginning, Petersburg's economy has been based on commercial fishing and timber harvests. Petersburg is currently one of the top-ranking ports in the U.S. for the quality and value of fish landed. In 2011, 737 residents held commercial fishing permits. Several processors operate cold storage, canneries, and custom packing services. The Southern Southeast Regional Aquaculture Association runs the Crystal Lake Hatchery, which contributes to the local salmon resource. Residents include salmon, halibut, shrimp, and crab in their diet. Petersburg is the supply and service center for smaller communities. Independent sportsmen and tourists utilize the local charter boats and lodges, but there is no deep-water dock suitable for cruise ships.

The majority of Kupreanof's working residents are self-employed. Some commute by boat to jobs in Petersburg. Subsistence and recreational uses of resources around Kupreanof supplement household incomes; deer, salmon, halibut, shrimp, and crab are favorites. The city has no full time staff, few services, and no public utilities.

### ***Transportation***

Petersburg is accessed by air and water. It is on the mainline state ferry route. The state-owned James A. Johnson Airport has a 6000' long and 150' wide runway for scheduled jet service. Lloyd R. Roundtree Seaplane Base (on the Wrangell Narrows) allows for float plane services. Harbor facilities include a petroleum wharf, barge terminals, three boat harbors with moorage for 700 boats, a boat launch, and a boat haul-out. Freight arrives by barge, ferry, or cargo plane. There is no deep-water dock for large ships (such as cruise ships); passengers are lightered to shore.

The Mitkof Island road system extends approximately 32 miles from north to south, while the City of Kupreanof prohibits roads within their boundaries and residents rely on a trail to access the state dock. There is extensive US Forest Road system on both Mitkof and Kupreanof Islands, but most lead either to recreation sites or timber harvest areas.

The Alaska Marine Highway System serves Petersburg with year round weekly trips between Petersburg and Prince Rupert, BC, and Petersburg and Bellingham, WA. During the summer months, there are additional trips and weekly fast ferry service between Petersburg and Juneau. The AMHS can accommodate vehicles, small boats on trailers, and recreational motor homes.

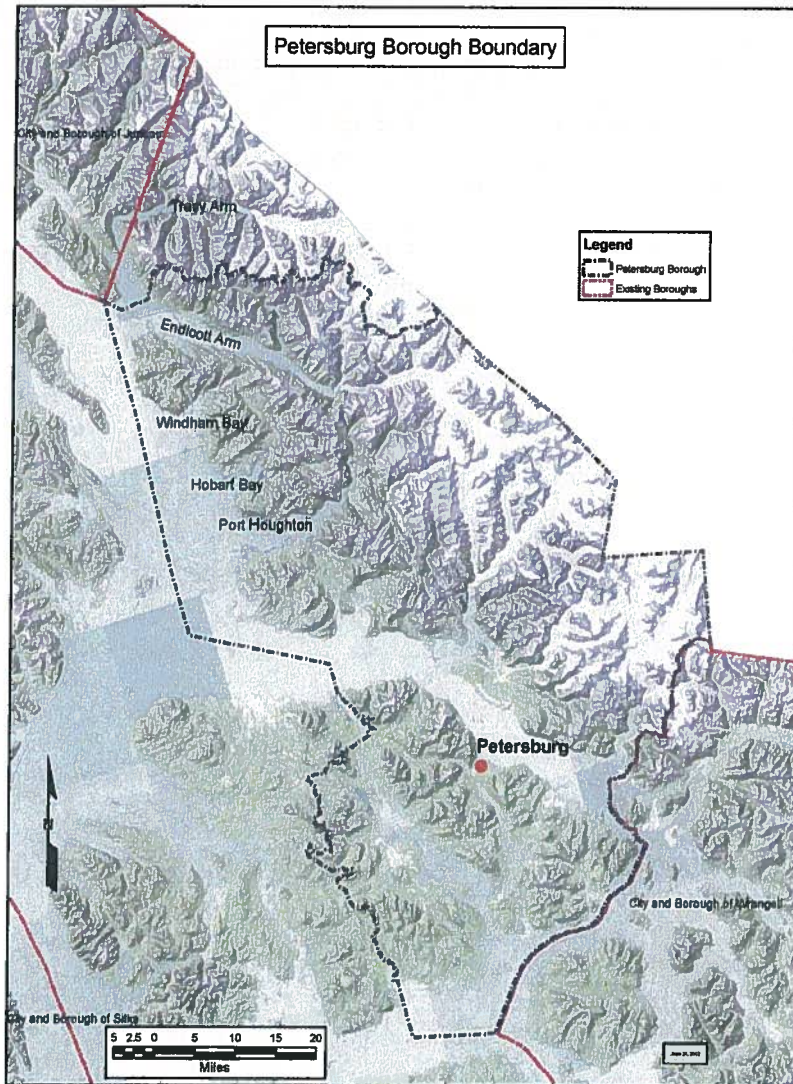
James A. Johnson Airport is located on Mitkof Island and owned and operated by the State of Alaska. It receives twice daily jet service from Alaska Airlines as well as charter air service from Nordic Air and Pacific Wings. Alaska Airlines offers flights to Juneau and connecting service to Anchorage and the rest of Alaska, as well as, a southbound flight to Seattle.

Emergency vehicles include fire trucks (8), police cars, and ambulances (2). Non-emergency vehicles include a community van, school buses (3), taxis, and numerous borough and federal/state government vehicles.

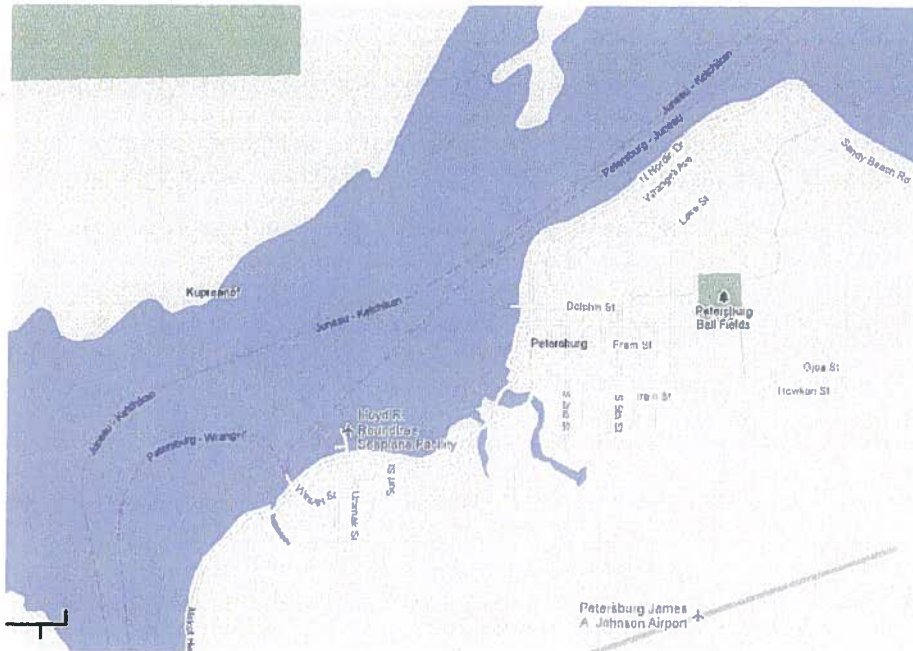
Small boats are the primary means of transportation to and from the City of Kupreanof. Boat travel to Petersburg provides connection to that city's transportation services, including jet flights and the state ferry. Float planes can land at the government dock, but it is not a designated seaplane dock. There are no harbor facilities. Trails exist throughout the city.

## Maps

### Boundaries of the Petersburg Borough



### **Petersburg Borough population center:**



## **2.0 INVENTORY OF RESOURCES AND SERVICES**

Currently, there is no public transit system operating in Petersburg. The primary mode of transportation for the general public is a privately owned vehicle. Petersburg residents who either cannot afford a vehicle or cannot drive must rely on friends and families with vehicles for transportation, use for-hire taxicabs, or walk/bike.

Following is a list of agencies, both public and private, and local businesses that provide some form of transportation service. These transportation providers are all located on Mitkof Island.

### **City Cab**

City Cab is a for-profit taxicab company operating in Petersburg, Alaska. Transportation is available to anyone who can pay, and get in and out of the vehicle. The company owns a hatchback sedan.

### **Hammer & Wikan**

Hammer & Wikan is a locally owned grocery store located about .5 miles outside of the downtown area, adjacent to the Senior Housing facility. They operate a courtesy van during regular store hours and will transport customers to and from the store. A minimum purchase of \$25 is required. The van is not ADA compliant.

**Head Start**

Pre-school program for income-qualified students ages 3-5. Head Start has one mini school bus used to transport students. Head Start staff person drives the school bus.

**Mountain View Manor Food Service**

Food Service is a 501(c)(3) organization separate from Mountain View Manor Elderly Housing. They provide dinner for seniors on Mondays, Wednesdays, and Fridays at Mountain View Manor Elderly Housing. They also provide transportation for seniors to Mountain View Manor for meals and deliver meals to seniors at their home. They do not have their own vehicle and borrow the Elderly Housing's van. They do have a part-time driver. Funding is a combination of in-kind donations from local government, private donations, and Older Americans Act funding.

**Petersburg Borough - Mountain View Manor Elderly Housing and Assisted Living**

The City of Petersburg owns and operates Mountain View Manor Elderly Housing, a 24 unit low-income HUD subsidized housing facility for independent 62+-year-old or disabled residents. The Mountain View Manor Assisted Living facility has 8 rooms reserved for 55+-year-old individuals and a 12 unit Assisted Living Home. Assisted Living accepts self-pay and Medicaid waiver. Currently, the facility is housing 50 residents.

Elderly Housing and Assisted Living have one 11-passenger van without a wheelchair lift or ramp. The van has scheduled outings three days a week for all residents and provides transportation for Assisted Living residents to medical appointments and non-emergency hospital visits. Facility staff drives the van as there is no dedicated driver. The van also serves the senior food service meal-on-wheels program and rides for seniors for meals in addition to its agency needs. Funding is a combination of local government, Medicaid Waiver reimbursements, small user fee, and rents paid by housing residents.

In an effort to make the van more accessible to its residents, Elderly Housing/Assisted Living has made some modifications such as widening the running board and installing a grab bar. The van is scheduled to be replaced in 2019, but there will not be sufficient funds in the motor pool vehicle replacement fund to purchase a van with a wheelchair lift.

**Petersburg Borough - Petersburg Medical Center**

Petersburg Medical Center is a 12-bed, critical access hospital that includes long term care and skilled nursing care swing beds, a 24-hour a day emergency department, a four physician clinic and a 15-bed long term care unit.

The Medical Center operates a 9-passenger van with a wheelchair lift (one seat was removed to improve wheelchair access). The van can accommodate 4 wheelchairs and is used by residents of long-term care primarily for social outings twice per week. There are a total of five trained drivers for the van, including some medical center staff and a couple of volunteers. The Medical Center schedules driver training as needed. The City of Petersburg maintains and insures the vehicle, but is reimbursed by the medical center under an existing MOU. Funding for operation and maintenance of the van is from Medical Center revenue.

The van is used primarily on Mondays and Fridays for social and recreational outings for Long-Term Care residents and to transport residents to social events, and dental appointments.

#### **Petersburg Borough – Parks and Recreation**

The Parks and Recreation Department operates the community gym and aquatic center. They offer numerous classes/workshops, camps, organize Fourth of July events, running/biking events, and other activities. They operate an older 15 passenger van to transport participants to activities and events. The van is also frequently used by the school district to transport students to sporting events.

#### **Petersburg Borough - Petersburg School District**

The Petersburg City Schools provides for 500 students in three schools. The District contracts with Stikine Bus Services to provide transportation to students in grades K-12. Transportation includes 2 65-passenger school buses and one backup bus. One bus has a wheelchair lift. The buses operate twice a day on a fixed route. Funding for school transportation is from Alaska Department of Education.

#### **Petersburg Mental Health Services**

Petersburg Mental Health Services is a 501(c)(3) nonprofit organization located in Petersburg, Alaska. It provides comprehensive behavioral health services: psychotherapy (individual, couples, family, group), substance abuse treatment, case management, emergency services, psychosocial rehabilitation, vocational rehabilitation, and prevention.

Clients are provided with transportation primarily through local for-hire taxicabs and private staff vehicles. The agency has one vehicle in poor condition that is used infrequently. Funding for transportation is part of agency budget and comes from local government donations and private donations. The agency vehicle is an older compact car; it is not ADA compliant. PMHS organizes community events for seniors and have discovered that transporting seniors to these events is a challenge because there are insufficient ADA compliant vehicles available. A recent event required transporting seniors from long-term care to the social hall at Mountain View Manor. The facility is .5 miles away but transportation portion of the event took over an hour each way with multiple trips made by the Medical Center van. PMHS staff also noted their clients living at Elderly Housing have limited transportation options.

#### **Salvation Army**

The Salvation Army is an international nonprofit organization with a community center located in Petersburg, Alaska. The Salvation Army provides a variety of services primarily to low-income residents including distribution of USDA food commodities. The Salvation Army has one 7-passenger mini van. It has no lift or ramp. The van is used primarily by the staff and occasionally to transport a church member to Sunday services. Staff says they have not been approached to provide additional transportation services, but they would be open to providing volunteer driving services if there was a way to coordinate scheduling and dispatching. Funding is from local donations and the Salvation Army.



**Other Agencies:**

These agencies either do not provide transportation for their clients or rely on personal vehicles and taxicabs.

**Cornerstone Home Care, Inc.**

Cornerstone Home Care is a private family owned business based in Juneau, Alaska. They have a Petersburg-based office and provide in-home services to help people remain in their homes and communities.

Cornerstone clients rely on family and staff vehicles for transportation. Transportation is reimbursed through Medicaid reimbursement waivers.

**R.E.A.C.H., Inc.**

REACH Inc is a nonprofit organization based in Juneau, Alaska, but has a care coordinator working in Petersburg. REACH offers programs that provide housing, independent living, respite for caregivers, grants, job coaching and skill development, employment, developmental screenings and assessments, education, information and referrals to children and adults with developmental delays or disabilities in Petersburg.

REACH clients are offered no transportation services and clients rely primarily on family. They indicated there is a need for their clients to access reliable affordable transportation to attend community events, for employment opportunities, medical and social service appointments, and shopping.

**Petersburg Children's Center**

The Petersburg Children's Center is a 501(c)(3) nonprofit organization providing child care and afterschool program for children ages 6 weeks to 12 years. The Children's Center does not provide transportation.

**Petersburg Indian Association**

PIA is a federally recognized tribe based in Petersburg, Alaska. The tribe has an active Roads Program, but does not provide transportation services at this time. They may consider developing a transit plan in the future.

**Working Against Violence for Everyone (WAVE)**

A 501(c)(3) non-profit group based in Petersburg, Alaska. The organization has one part time staff and volunteers assists and advocates for people who are experiencing domestic violence in their lives.

WAVE provides transportation to clients to attend medical appointments, social services, and, grocery shopping. WAVE pays for-hire taxicabs or uses staff/volunteer vehicles and drivers. Occasionally WAVE has provided funds for clients to travel via the Alaska Marine Highway System to Ketchikan or Juneau to secure safe, affordable housing in those communities. Funding for transportation comes from private donations and small grants.

**Table 1. Vehicle Inventory**

<b>Year, Make, Model</b>	<b>Vehicle Type</b>	<b>Status</b>	<b>Condition</b>	<b>Seating/ Wheelchair</b>	<b>Owner of Vehicle</b>
N/A	Sedan/Hatchback	Full-time	Excellent	6 passengers/no wheelchair	City Cab
2004, Ford, E-350	Passenger Van	Part-time	Good	15 passengers/ no wheelchair	Petersburg Borough (Mountain View Manor)
2002, Ford, Econoline	Passenger Van	Part-time	Good	9 passengers/2 wheelchairs	Petersburg Borough (Medical Center)
n/a	School Bus (3)	Part-time	Excellent	65 passengers per bus/1 bus is wheelchair accessible	Stikine Bus Services (under contract to Petersburg School District)
n/a	Mini-van	Part-time	Fair	7 passengers/ no wheelchair	Salvation Army
n/a	Car	Infrequent	Poor	4 passengers/ no wheelchair	Petersburg Mental Health Services
n/a	Mini school bus	Part-time	Good	20 children/no wheelchair	Head Start
1996, Ford, Club Wagon	Passenger Van	Part-time	Fair	15 passengers/ no wheelchair	Petersburg Borough (Parks and Recreation)

### 3.0 NEEDS ASSESSMENT

This section provides an overview of the former City of Petersburg's demographics. At this time, it is not possible to select a summary of the Petersburg Borough's demographics from US Census Data.

**Table 2. Community Demographics, 2010**

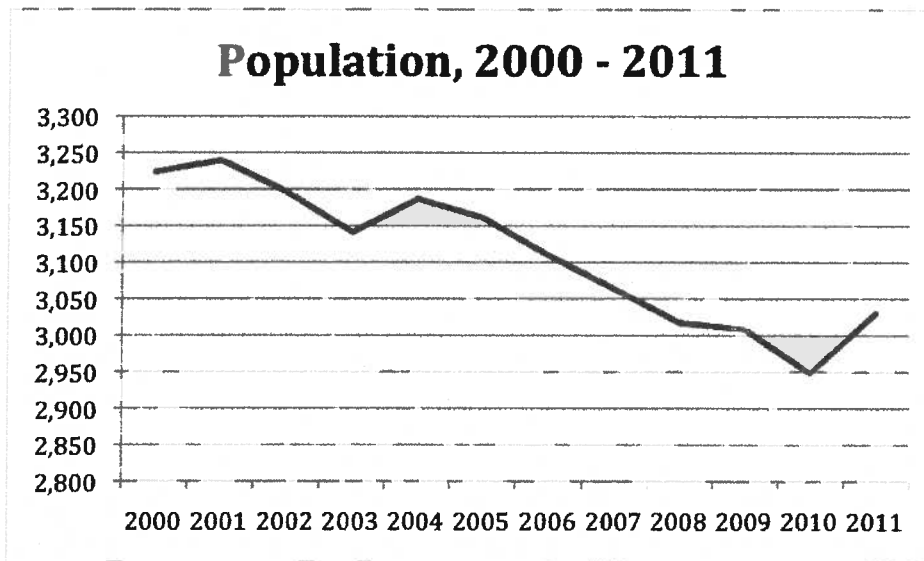
	<b>City of Petersburg, Alaska</b>
<b>2010 Population</b>	2,948
<i>2015 State Demographer population estimate<sup>1</sup></i>	
<b>Population 65 and over</b>	347



<b>Percent Population 65 and older</b>	11.8%
<b>Per Capita Income</b>	\$31,496
<b>Median Family Income</b>	\$77,382
<b>Median Household Income</b>	\$64,323
<b>Persons in Poverty</b>	261
<b>Percent Below Poverty</b>	8.9%

Source: 2010 US Census Bureau Data, except where noted.

**Table 3. Population Trend**



**Source:** Alaska Department of Labor, 2012.

While there has been an overall population decline, the number of residents over the age of 65 has increased from 283 in 2000 to 347 in 2010. The percentage of seniors 65 or over in the population has increased from 8.8% in 2000 to 11.8% of the total population in 2010.

### ***Individuals with Disabilities***

The Census Bureau collects data on disability primarily through the American Community Survey (ACS) and the Survey of Income and Program Participation (SIPP). The definitions of disability are not always alike so caution should be taken when making comparisons across surveys. Generally, the SIPP estimates of disability prevalence are broader and encompass a greater number of activities on which disability status is assessed.

The ACS has a more narrow definition but is capable of producing estimates for states, counties, and metropolitan areas. Because the ACS has replaced the decennial long-form as the source for small area statistics, there is no disability data in the 2010 Census. Unfortunately, the ACS estimates do not include estimates for individuals with disabilities so the most recent data available for the City of Petersburg is from the 2000 census. See Table 4.

**Table 4. Disabilities by Age and Type for the civilian non-institutionalized population, City of Petersburg, Alaska, 2000**

	<b>Petersburg, Alaska</b>	<b>% of Population</b>
<b>Total population 5 years and over</b>	<b>3,026</b>	
<b>Total disabilities tallied:</b>	<b>398</b>	<b>13.2%</b>
<b><i>Total disabilities tallied for people 5 to 15 years:</i></b>	<b><i>19</i></b>	<b><i>3.0%</i></b>
Sensory disability	0	
Physical disability	3	
Mental disability	16	
Self-care disability	0	
<b><i>Total disabilities tallied for people 16 to 64 years:</i></b>	<b><i>264</i></b>	<b><i>12.5%</i></b>
Sensory disability	51	
Physical disability	112	
Mental disability	30	
Self-care disability	10	
Go-outside-home disability	48	
Employment disability	138	
<b><i>Total disabilities tallied for people 65 years and over:</i></b>	<b><i>115</i></b>	<b><i>40.4%</i></b>
Sensory disability	35	
Physical disability	68	

Mental disability	41	
Self-care disability	26	
Go-outside-home disability	85	

Source: U.S. Census Bureau 2000.

### ***Economic Profile***

#### **Household Income**

Table 5 shows household incomes for 2011 in Petersburg. The greatest number of households fell into the income bracket of \$100,000 to \$149,000. With the second largest number of households falling in the \$50,000 to \$74,999 bracket. A total of 226 households or over 17% of all households earned less than \$25,000 per year.

**Table 5. Household Income in 2011**

	<b>Petersburg, Alaska</b>
<b>Total:</b>	
Less than \$10,000	8
\$10,000 to \$14,999	68
\$15,000 to \$24,999	150
\$25,000 to \$34,999	81
\$35,000 to \$49,999	168
\$50,000 to \$74,999	205
\$75,000 to \$99,999	196
\$100,000 to \$149,999	314
\$150,000 to \$199,999	58
\$200,000 or more	30

Source: US Census Bureau

### ***Zero-Vehicle Households***

According to US Census Data, there were a total of 80 out of a total of 1,278 (6.2%) occupied housing units in Petersburg with no vehicle. The discrepancy in number of households is due to the type of census data being used. The zero vehicle household data is from the American Community Survey. The ACS is derived from estimates based on a limited survey sample within a community.

**Table 6. Household by Type, 2010**

	<b>Petersburg, Alaska</b>
<b>Total Households</b>	<b>1,356</b>
<b>Households with individuals 65 years and over</b>	<b>269</b>
<b>Percent Households with individuals 65 years and older</b>	<b>19.8</b>
<b>Average household size</b>	<b>2.32</b>
<b>Average family size</b>	<b>2.9</b>

Source: 2010 US Census Bureau Data.

**Table 7. US Department of Health and Human Services Poverty Guidelines, 2012**

<b>Size of Family Unit</b>	<b>Alaska</b>
<b>1</b>	<b>\$13,970</b>
<b>2</b>	<b>18,920</b>
<b>3</b>	<b>23,870</b>
<b>4</b>	<b>28,820</b>
<b>5</b>	<b>33,770</b>
<b>6</b>	<b>38,720</b>
<b>7</b>	<b>43,670</b>
<b>8</b>	<b>486,20</b>

For each additional person, add	4,950
---------------------------------	-------

Source: US Department of Health and Human Services, 2012  
<http://aspe.hhs.gov/poverty/12poverty.shtml>

## 4.0 KEY FINDINGS: SERVICE GAPS AND UNMET TRANSPORTATION NEEDS

### Accessible Transportation Issues

- Seniors and disabled individuals living at home have no access to public transportation services.
- Residents of Elderly Housing and Assisted Living have difficulty boarding and disembarking the facility's existing van. It does not have a wheelchair lift or ramp.
- During bad weather, transportation challenges are more acute for seniors and disabled individuals.

### Limited Hours and Days of Service

- Scheduled service from Elderly Housing/Assisted Living is limited in duration and destination.
- No dedicated transportation staff at either Medical Center or Mountain View Manor . Very few volunteer drivers for Medical Center van.
- Seniors and disabled individuals living at home must coordinate their own volunteer driver to use the Medical Center van. (Medical Center maintains a list.)
- Most human service agencies believe they are not eligible to use the Medical Center van.

### Cost of Transportation

- No reduced-cost public transportation options for low-income, senior, or disabled residents living on their own.
- Human Services Agencies relying on small grants and private donations to cover client transportation costs.

- Concern from agencies that relying on Medicaid waiver reimbursement or other passenger specific funding will overwhelm them with paperwork.

### **Training**

- While training is available locally, there is no regularly scheduled class to certify Medical Center van drivers.
- Human Service Agency staffs are providing transportation without any training.

### **Coordination and Outreach**

- There is no local lead agency to coordinate transportation services, screen clients, or provide information to targeted populations.
- There is no local lead agency providing information to local human resource agencies about available transportation options for their clients or possible funding sources.
- There is no local lead agency to recruit, train, coordinate, and dispatch volunteer and agency drivers.

## **5.0 Goals and Strategies**

### **Goal 1. Ensure existing transportation services for seniors and disabled individuals are safe and accessible.**

- Replace existing passenger van at Mountain View Manor Elderly Housing and Assisted Living with an ADA compliant four-wheel drive van as soon as possible.
- Establish passenger assistance training opportunities for Human Service Agency professionals, especially those currently transporting seniors and disabled individuals.
- Evaluate need for 4-wheel drive when replacing ADA van at the Medical Center.

### **Goal 2. Improve coordination and communication between existing transportation providers and human services agencies.**

- Human service agencies and other care providers need to know how they can access the Medical Center van for their clients and family members.
- Develop common screening form for riders to determine who needs services, what types of service are needed, and who can provide services.

- Encourage human service agencies to convene annually to keep current on available resources and opportunities.

**Goal 3. Expand existing services so all seniors and disabled individuals have safe reliable transportation to medical appointments, especially during winter months.**

- Explore possibility of including a stop at the Medical Center as part of its scheduled outings from Mt. View Manor to accommodate medical appointments, especially during the winter months.
- Explore whether a voucher program could be implemented to provide transportation for seniors and disabled individuals through commercial taxi for patients who do not require ADA compliant vehicle.
- Existing transportation providers should explore the possibility of scheduling volunteer drivers or hiring a paid part-time driver who can provide demand responsive (i.e. door-to-door service) on days when van is not normally scheduled for use.

**Goal 4. Improve awareness of community transportation issues especially as related to seniors, disabled, and low-income residents.**

- Include transportation issue to Community Needs Health Assessment being undertaken by Petersburg Medical Center.
- Publicize need for additional volunteer drivers for medical center van.

## **6.0 Priority Projects**

1. Replace existing passenger van at Mountain View Manor Elderly Housing and Assisted Living with an ADA compliant four-wheel drive van as soon as possible.

Responsible Parties: Shelyn Bell, Mountain View Manor

Funding Sources: Section 5310 (80%) and City of Petersburg Motor Pool Replacement Fund (20%)

Possible Obstacles: Motor Pool Committee and City Council must approve grant application.

2. Publicize need for volunteer drivers for the Medical Center van to provide transportation to seniors and disabled for medical appointments and other errands.

Responsible Parties: Patty Biggers, Medical Center

Funding Sources: Medical Center

Possible Obstacles: Vehicle insurance requirements, limited staff time

**3. Publicize and provide passenger assistance training opportunities for human service agency staff and potential volunteers**

**Responsible Parties:** Shelyn Bell, Mountain View Manor

**Funding Sources:** Mountain View Manor

**Possible Obstacles:** Limited staff time

**4. Explore funding sources for taxi voucher program for routine medical appointments for seniors and disabled individuals.**

**Responsible Parties:** Participating agencies

**Funding Sources:** RTAP, Elks Club, Moose Club.

**Possible Obstacles:** Limited staff time and funding.

**5. Convene annual meeting for health service agencies to network and stay current on resources and offerings.**

**Responsible Parties:** Participating agencies

**Funding Sources:**

**Possible Obstacles:** Limited staff time to organize, resistance from agency leaders



## 7.0 References

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[http://factfinder2.census.gov/bkmk/table/1.0/en/DEC/00\\_SF3/P041/1600000US0260310](http://factfinder2.census.gov/bkmk/table/1.0/en/DEC/00_SF3/P041/1600000US0260310). Accessed December 2012.

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## **APPENDIX A**

### ***NOTICE/INVITATION FOR PUBLIC MEETING***

# **PUBLIC MEETING ABOUT SENIOR TRANSPORTATION**

1. What do we have now?
2. What do we need to meet the transportation needs of seniors?
3. Ways we can fill the gaps

## **WHERE:**

\*Mt. View Manor Social Hall

## **WHEN:**

\*Tuesday, December 11, 2012 12:30-1:30

## **WHO SHOULD COME?**

**YOU!!!** Everyone is invited and everyone's ideas are needed. Please come!

**INVITEES LIST**

Petersburg Medical Center  
Attn: Patty Biggers  
PO Box 589  
Petersburg, AK 99833

Grant Trask (Volunteer Driver)  
PO Box 1333  
Petersburg, AK 99833

Hoopie Davidson (School Bus  
Driver/Trainer)  
PO Box 1336  
Petersburg, AK 99833

City of Petersburg  
Attn: Steve Giesbrecht, City Manager  
PO Box 329  
Petersburg, AK 99833

Petersburg Mental Health  
PO Box 1309  
Petersburg, AK 99833

REACH  
Attn: Megan Litster  
PO Box 2012  
Petersburg, AK 99833

Petersburg Economic Development  
Council  
PO Box 750  
Petersburg, AK 99833

Petersburg City Council  
Attn: Mark Jensen, Mayor  
PO Box 329  
Petersburg, AK 99833

Midnight Rides  
PO Box 842  
Petersburg, AK 99833

Metro Cab  
PO Box 1805  
Petersburg, AK 99833

Viking Cab  
PO Box 2106  
Petersburg, AK 99833

Cornerstone Home Healthcare  
Attn: Lu Bertagnoli  
PO Box 481  
Petersburg, AK 99833

Mountain View Manor Elderly Housing &  
Assisted Living  
Attn: Shelyn Bell  
PO Box  
Petersburg, AK 99833

## **PUBLIC MEETING MINUTES**

### **Public Meeting Minutes – Coordinated Transportation Plan**

**December 11, 2012 at 12:30 pm**

#### **Mountain View Manor Elderly Housing Social Hall**

##### **Attendees:**

Shelyn Bell, Mountain View Manor/Assisted Living Director

Liz Cabrera, Petersburg Economic Development Council

Stephen Giesbrecht, City Manager

Megan Litster, Care Coordinator, REACH, Inc.

Michelle Lopez, Assistant, Mountain View Manor/Assisted Living

Mickey Rover, Resident, Mountain View Manor

DJ Roundtree, Resident, Assisted Living

Nancy Strand, Petersburg City Council

Grant Trask, Public

Chad Wright, Petersburg Mental Health Services

##### **Notes:**

Liz Cabrera with Petersburg Economic Development Council explained the goal of the meeting was to hear about transportation needs in the community. While any transportation issue could be raised, they would especially like to hear from targeted populations, such as seniors, individuals with disabilities, and low-income residents.

Shelyn Bell, Director of Mt. View Manor, explained they have an acute need at Assisted Living. Their existing van was purchased prior to the construction of the Assisted Living facility and inadequate for those residents. The existing van is not ADA compliant and most residents cannot navigate the narrow space in the van, or make their way to the seats. She noted ridership is down because many residents are too embarrassed to go through the whole process of getting into the van. After an accident where an elderly gentleman had fallen backward while attempting to step into the van, they expanded the running board and added a grab bar. This helped a little, but didn't change the challenges in navigating the seats. Michelle Lopez stated that between Elderly Housing and Assisted Living, the facilities

have 50 residents and can accommodate up to 80 residents. A van with a wheelchair lift would significantly improve residents' quality of life.

DJ Roundtree, a senior resident of Assisted Living, stated that it is about impossible for some residents to get into the current van. The van cannot accommodate wheelchairs or walkers, and the person is left without anything to hold onto as they step into the van. They need one person dedicated to standing behind them so they do not fall out backwards. There was also a need for the transportation provider to be trained to deal with mobility issues and assist as needed. She indicated she trusted her current care providers because they knew what they were doing.

Steve Giesbrecht asked how do seniors who live on their own access transportation. The response was either through family or taxis. Grant Trask mentioned the Medical Center van that is used primarily by long-term care residents. This van could be used by others in the community but public may not be aware that it is available. Mr. Trask stated there needed to be better information about existing transportation. Other attendees felt that the public was discouraged from using the van and that is why they do not take advantage of it. Mr. Trask stated that seven volunteer drivers were trained, but now there is only one volunteer driver. Training takes about four hours and the volunteer must agree to a background check. Mickey Rover noted background checks discouraged people from volunteering. Ms. Rover also mentioned that her son uses the Care-a-Van in Juneau. That van takes people shopping, to medical appointments, and to community events. They ask for a day or two-advance notice.

There was some discussion about whether there was sufficient demand to have a paid driver. There may be a greater need during the winter when driving conditions are challenging. Mr. Trask noticed a small van during a recent trip to Wrangell that was transporting residents around with a dedicated driver. It could be a good model for us.

Ms. Rover asked whether what options an employee of Cornerstone Home Health had to provide transportation for their client if they did not have a personal vehicle.

Megan Litster, local Care Coordinator with REACH discussed transportation needs of her clients. Currently, REACH does not provide transportation and clients depend on primarily on family members for transportation. There was some discussion of a taxi voucher program, but concern that since many of her clients are young adults that require hand-to-hand service. Most taxi companies do not provide that level of service nor are they equipped with a wheelchair lift. Ms. Litster asked whether Medicaid could pay for client transportation costs. Most thought so, but no one claimed expertise with Medicaid. Ms. Litster has two clients with Medicaid waivers that could use transportation right now.

Chuck Wright representing Petersburg Mental Health Services indicated their agency provides transportation for their clients, but rely on their own personal vehicles or taxis.

Nancy Strand asked whether Assisted Living could afford a new ADA van. Ms. Bell answered that they would be replacing their existing van so the operational costs would

stay the same and they would give their existing van either to Senior Food Services, who currently uses the van to provide transportation to seniors for meals at Mt. View Manor and provide senior meals (meals on wheels), or to some other city department that was in need of a used replacement van. Ms. Cabrera asked whether the van at Elderly Housing/Assisted Living would be fully utilized by residents. Ms. Bell answered yes.

There was additional discussion about whether there could be better coordination with existing transportation assets and whether there was a group who could take that on if it was to involve Medicaid and state grants. It may require an individual just to deal with that amount of paperwork. Mr. Trask reiterated the importance of relying on volunteers to provide some of these services and he believed people would step forward if they knew there was a need in the community.

In general, it was felt the existing van at the medical center could be used to provide services for residents of Long-Term care and to the community at large, while there is a need for an ADA van at the Elderly Housing/Assisted Living for residents of that facility. The community should also explore the possibility of increasing the volunteer driver pool or finding funding for a driver for the Medical Center van.

Meeting adjourned at 2:15 pm.

Other information from people unable to attend the meeting:

Terry Wolf – He is a senior and wife is disabled and in a wheelchair. At the moment he is able to provide transportation for her, but it would be helpful to have someone to call if he needed help such as with snow removal to be able to get their vehicle or perhaps a wheelchair accessible van to transport her to her medical appointments. She has weekly therapy and monthly medical appointments sometimes can be more often, recently it was three times per week. Many social services they have been referred to only provide services to clients in Juneau or Anchorage; there are not many options in Petersburg.

63-year-old woman living at Elderly Housing declined to provide her name. She indicated she has not been able to make her doctor's or physical therapy appointments since snow started falling (a couple of weeks ago). There is no place to walk with snow and she has difficulty seeing on all white surfaces. The elderly housing van has a regularly scheduled trip downtown but it is only for about an hour and the stop is downtown, a couple of blocks from the hospital. Her preference would be to purchase taxi vouchers so she could get around to medical appointments, post office, etc. in the winter. She is Medicaid/Medicare eligible. She stated the needs extend beyond those in wheelchairs.

## **Appendix B – Petersburg Borough Resolution**

**PETERSBURG BOROUGH  
Resolution #2013-4**

**A RESOLUTION AUTHORIZING THE ALASKA DEPARTMENT OF NATURAL  
RESOURCES TO ACT AS THE PLATTING AUTHORITY FOR THE BOROUGH  
OUTSIDE OF SERVICE AREA ONE UNTIL THE BOROUGH HAS THE NECESSARY  
REGULATIONS AND PROCEDURES IN PLACE TO  
EXERCISES THE AUTHORITY**

**WHEREAS**, the Petersburg Borough was officially incorporated on January 3, 2013 upon certification of the December 18, 2012 incorporation election, and

**WHEREAS**, the Petersburg Borough is a home rule municipality and must provide land use planning, platting and use regulations, and

**WHEREAS**, the Charter for the Borough, Section 19.06, requires that the ordinances and resolutions of the City of Petersburg, which was dissolved at borough formation approval, continue in full force and effect within the former city limits only, until expressly reaffirmed, revised or replaced by the assembly, and

**WHEREAS**, Borough Charter, Section 7.04, provides that the authority for platting, planning and land use regulations within the corporate boundaries of the City of Kupreanof be vested with the City of Kupreanof, and

**WHEREAS**, the Transition Plan of the Petersburg Borough calls for the development of a Comprehensive Plan, which includes platting, to involve public meetings and process so that borough development and conservation reflects the priorities of borough citizens, and

**WHEREAS**, development of a borough Comprehensive Plan requires the oversight of a Borough Planning Commission and that land and parcels be entered into a borough GIS system, and

**WHEREAS**, the Borough is currently in the process of filling vacant seats on the Borough Planning Commission and is seeking the necessary land information for development of a GIS system.

**THEREFORE BE IT RESOLVED** by the Petersburg Borough Assembly:

1. The City of Kupreanof is exempt from the passage of this resolution. The City of Kupreanof will continue to provide for platting within its city limits;
2. Platting and Land Use regulations and process for the former City of Petersburg, now Service Area One of the Petersburg Borough, will continue to be administered by the Petersburg Borough under the ordinances and regulations of the former City of Petersburg;
3. The Alaska Department of Natural Resources is hereby designated as the Acting Platting Authority for all other areas of the Petersburg Borough, continuing to use all State regulations regarding platting, until such time that the Borough adopts platting regulations applicable outside Service Area One.

**Passed and Approved by the Petersburg Borough Assembly on \_\_\_\_\_, 2013.**

\_\_\_\_\_  
**Mark Jensen, Mayor**

**ATTEST:**

\_\_\_\_\_  
**Kathy O'Rear, Clerk**





U.S. Department  
of Transportation  
**Federal Highway  
Administration**

Western Federal Lands Highway Division  
610 E. Fifth Street  
Vancouver, WA 98661  
Phone 360-619-7700  
Fax 360-619-7846

January 18, 2013

In Reply Refer To: HFL-17

Mark Jensen  
Mayor  
Petersburg Borough  
P.O. Box 329  
Petersburg, AK 99833

Re: Invitation to become Participating Agency on Kake Access Environmental Impact Statement (EIS).

Dear Mr. Jensen:

The Western Federal Lands Highway Division of the Federal Highway Administration (FHWA), in cooperation with the Alaska Department of Transportation and Public Facilities (ADOT&PF) is initiating an EIS for the Kake Access Project. The intent of the project is to provide local access for the City of Kake to a major transportation and commercial hub. The EIS will be coordinated with the Kake to Petersburg Transmission Intertie EIS, which is also in progress. The FHWA will be the lead Federal agency for the Kake Access EIS. The various routes of the preliminary alternatives that could provide access to and from Kake are depicted in the following map.

Your agency has been identified as an agency that may have an interest in the project. With this letter, we extend your agency an invitation to become a participating agency with the FHWA in the development of the EIS for the subject project. This designation does not imply that your agency either supports the proposal or has any special expertise with respect to the evaluation of the project.

In accordance with the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Section 6002, and pursuant to the recent 2012 Highway Transportation Bill, MAP-21 (Moving Ahead for Progress in the 21<sup>st</sup> Century), participating agencies are responsible to identify, as early as practicable, any issues of concern regarding the projects potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. We suggest that your agency's role in the development of the Kake Access EIS Project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be considered, and the methodologies and level of detail required in the alternatives analysis.
2. Participate in coordination meetings and joint field reviews as appropriate.
3. Provide timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

Please respond to FHWA, in writing, with an acceptance or denial of the invitation prior to February 19, 2013. If your agency declines, the response should state your reason for declining the invitation. Pursuant to MAP-21, any Federal agency that chooses to decline the invitation to be a participating agency must specifically state in its response that it:

- Has no jurisdiction or authority with respect to the project;
- Has no expertise or information relevant to the project; and
- Does not intend to submit comments on the project.

An Agency Scoping meeting has been scheduled for February 20, 2013 from 1pm-4pm, in Juneau at the ADOT&PF SE Region Office Building, 6860 Glacier Highway, First Floor Conference Room.

If you have any questions or would like to discuss in more detail, the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact Corrie Veenstra, Ecologist, at 360-619-7820 or by email at [corrie.veenstra@dot.gov](mailto:corrie.veenstra@dot.gov)

Thank you for your cooperation and interest in this project.

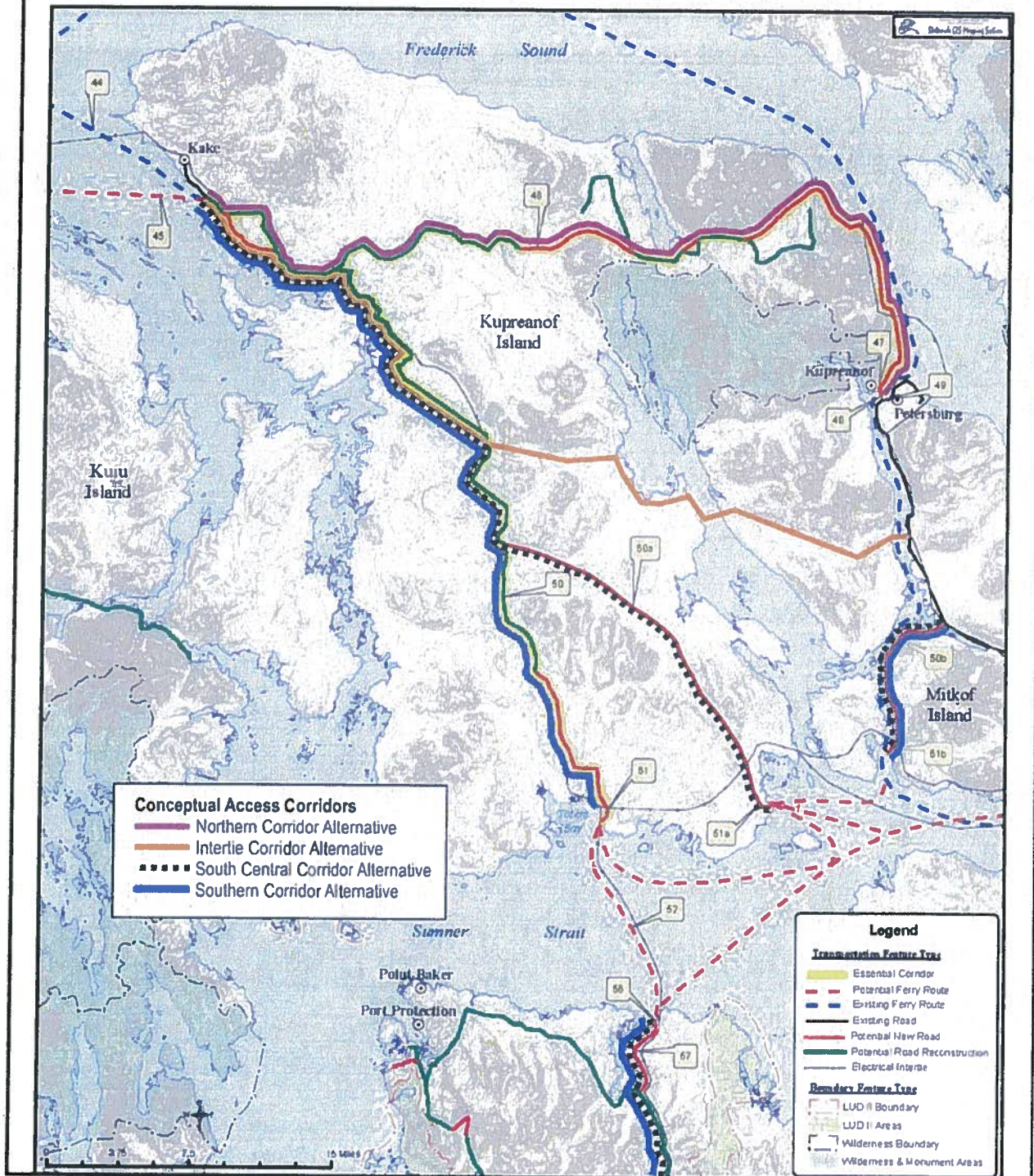
Sincerely yours,



Michael Traffalis  
Project Manager

CV/cls  
Enclosure

# Kupreanof Island Corridors





## Kathy O'Rear

---

**From:** Stephen Giesbrecht  
**Sent:** Friday, January 25, 2013 12:23 PM  
**To:** Kathy O'Rear  
**Subject:** FW: board review  
**Attachments:** board review001.pdf

Kathy, I would like this on the next agenda for the Assembly to approve the process.

### Board and Committee Review Process

1. I would ask each of the appropriate Department Head's to coordinate getting a written response from their assigned Board using the attached form which can be provided in a word document. These responses from the Boards/Committees would be due back to us by March 8, 2013.
2. I would compile the results of this feedback into a summary document for the Borough Assembly to Review and Discuss at their March 18, 2013 meeting.
3. If approved at the March 18, 2013 meeting, we would publish the summary results from the responses in the Petersburg Pilot, and the Borough would request comments from the public at a scheduled public hearing.
4. The Borough would schedule formal adoption of pertinent ordinances or resolutions to either adopt or eliminate the various Boards and Committees at the April 15, 2013 Borough Assembly meeting.

### Department Head Assignments

Parks & Recreation - Donnie  
TRT - Jody  
P&Z - Leo  
Public Safety Advisory - Sandy  
Utility Board - Joe  
Harbor - Glorianne  
Library - Tara  
Historical - Leo  
Finance - Jody  
Motor Pool - Karl

### -----Original Message-----

**From:** [xeroxadmin@ci.petersburg.ak.us](mailto:xeroxadmin@ci.petersburg.ak.us) [<mailto:xeroxadmin@ci.petersburg.ak.us>]  
**Sent:** Friday, January 25, 2013 12:05 PM  
**To:** Stephen Giesbrecht  
**Subject:** board review

Please open the attached document. It was scanned and sent to you using a Xerox multifunction device.

Attachment File Type: pdf

multifunction device Location: Admin Office  
Device Name: XEROX-ADMIN

## **Petersburg Borough Board and Committee Review**

### Board and Committee List

Parks & Recreation

Planning & Zoning\*

Library

Historical Preservation

Harbor

Transient Room Tax

Finance

Public Safety

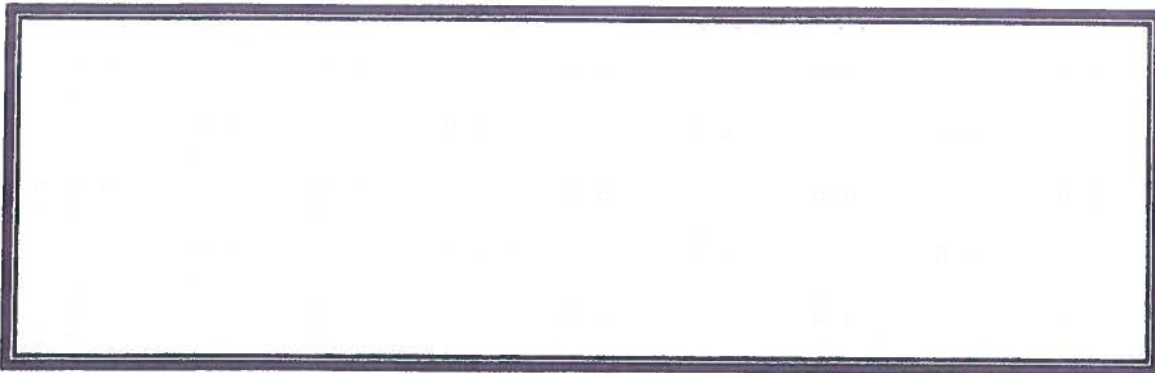
Motor Pool

Utility

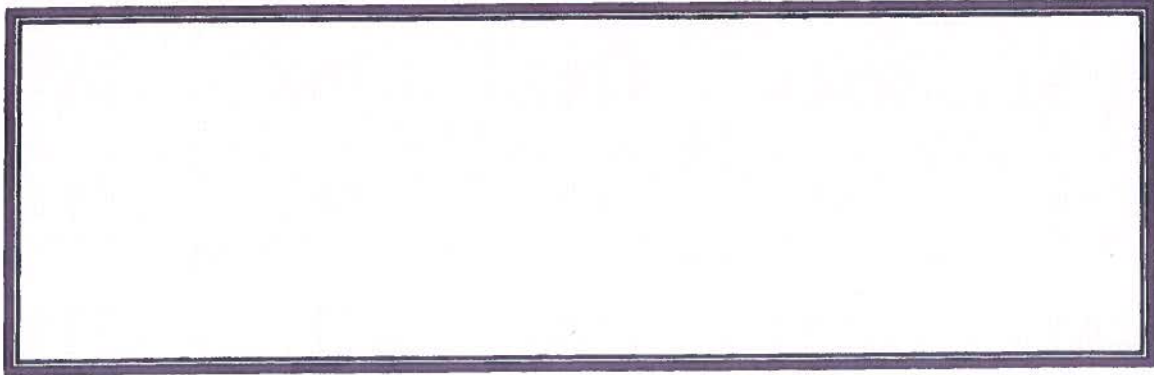
(Please Circle the Board or Committee this Review is for)

*\*Any changes to Planning & Zoning would need to be ratified by a vote of the people since this Board and its purpose/characteristics are part of the Borough Charter.*

1. Purpose of your Board or Committee as the group perceives their duties:



C. Could the Board purpose be handled by the Assembly or in an ad hoc basis as needed? Why or Why not?

A large, empty rectangular box with a double purple border, intended for a response to the question above it.



February 5, 2013

Susan Ohmer  
Executive Director  
Petersburg Mental Health Services  
PO Box 1309  
Petersburg, AK 99833

Dear Susan,

The Petersburg Borough Assembly respectfully requests positive consideration of the application for funding to buy and renovate a new facility for Petersburg Mental Health Services, Inc.

We understand that the proposed facility will include room for 24 hour crisis respite care- a huge need for our community. We have recently experienced an increase in gun related violence, including a police standoff with an intoxicated suicidal individual, a community lock down and evacuation of a bar due to gun threat. We also have regular emergencies in which a community member is an imminent threat to themselves and/or others and requires hospitalization. Our police department is excellent in providing safe care of transport, and holding while treating the individual with great respect. However, it is taxing on their budget as we've been operating short staffed for over a year. We also understand crisis respite care is an option for people who are not safe by themselves but are safe enough to not require hospitalization. Respite care will benefit our community tremendously.

Petersburg has a long tradition of community pride and taking care of each other. The opportunity to keep our people locally while they get help is not only cost effective but beneficial for the person to have their support system available. Your project will fill the need of emergency housing for domestic violence victims which was determined to be the number 1 alcohol related consequence in our community through the SPF SIG grant.

PMHS has a strong history of providing prevention and emergency care but you can only do so much in your current facility. We fully support your endeavors to secure funding to purchase and renovate a facility that will expand your efforts for our at risk community members.

Sincerely,

Mark Jensen  
Mayor

**Borough Administration**  
PO Box 329, Petersburg, AK 99833 – Phone (907) 772-4519 Fax (907)772-3759  
[www.ci.petersburg.ak.us](http://www.ci.petersburg.ak.us)

## **SEVEN COMPELLING REASONS TO ELIMINATE REQUIRED CONTRIBUTION:**

### **1. *Violates Trust between the State and its Citizens.***

#### **a) 1963 Mandatory Borough Act promised:**

"No area incorporated as an organized borough shall be deprived of state services, revenues, or assistance or be otherwise penalized because of incorporation."

- b) Mandatory Borough Act is, for borough residents, the moral equivalent of the Alaska Statehood Compact.
- c) State officials routinely challenge federal government for violating the Alaska Statehood Compact and overreaching.
- d) In 1993 Governor Hickel sued, said feds must be held to their promise, legislature "strongly" supported.
- e) Mandatory Borough Act promise has roots in Alaska's Constitution – Framers very much intended that the State would create incentives to encourage borough formation; instead it has created penalties.
- f) John Rader (sponsor of Mandatory Borough Act): Legislative intent: 'People should be encouraged to form local government. This demands the giving of funds, assets and revenues to local governments.'
- g) Ketchikan Gateway Borough has been told repeatedly, as recently as early January 2013, by an elected State official that the State doesn't have to keep its promise.

### **2. *Required Contribution Serves No Justifiable Public Purpose.***

- a) Because of oil revenues, State eliminated local effort and fully funded basic need in 1980s.
- b) Collapse of oil prices in the mid-1980s likely led the State to retrench from full funding of basic need.
- c) Today, State has \$16 billion in budget reserves and \$44 billion in its Permanent Fund.
- d) State has achieved higher pinnacle of financial strength in each of last 3 years owing to its "exceptionally large reserves" and "conservative fiscal management" (i.e., shifting its duties to municipalities).
- e) \$60 billion in State reserves & permanent fund monies for a population of 722,190 is equivalent to Ketchikan Gateway Borough (population 13,686) having more than \$1.1 billion in reserves & permanent fund.
- f) Ketchikan Gateway Borough's General Fund reserve is only \$5 million.
- g) What possible justification can be offered for a State law mandating that the Ketchikan Gateway Borough, with marginal reserves, pay significant costs on behalf of the State to carry out a State duty when the State has "exceptionally large reserves"?

### **3. *State has a Constitutional Duty to Fully Fund "Basic Need" Equivalent.***

- a) Art. 7, §1: State must "establish and maintain a system of public schools."
- b) Supreme Court:
  - (1) legislature has obligation to "maintain the system;"
  - (2) "no other unit of government shares responsibility."
- c) Superior Court Judge Sharon Gleason: State's constitutional obligation includes the duty to provide adequate funding.
- d) Adequate funding is represented by "basic need."
- e) State pays less than 82 cents of every dollar of "basic need" for Ketchikan schools.
- f) To add insult to injury, State mandates that Ketchikan Gateway Borough publish a notice telling citizens how generous the State is in terms of education funding. Borough publishes separate notice telling "the rest of the story."
- g) Basic need for Ketchikan schools underfunded by \$61 million (\$28,000 per student) during years that the Class of 2013 attended school (2000 – 2013).

### **4. *Required Local Contribution is an Unlawful Dedicated State Tax.***

- a) Borough is required to pay a significant portion of State's bill for adequate education funding while the State hands out Permanent Fund Checks and other goodies to citizens.
- b) Required contribution is clearly a "stealth" tax by the State:
  - (1) State requires the contribution;
  - (2) State exclusively benefits from that contribution;
  - (3) tax levied according to the taxable value of property.
- c) State tax is dedicated to funding education:
  - (1) Art IX, Sec 7 of Ak Const prohibits dedication of State taxes.
- d) critically flawed in other respects:
  - (1) Tax equity was a principal goal of the Mandatory Borough Act;
    - i. 19 of Alaska's 53 school districts (36%) are exempt from the *de facto* tax;



- ii. REAAs include “some of the most prosperous regions of the State of Alaska,” while a number of borough and city school districts are “economically distressed.”
- (2) Disparity in terms of “full and true value” the basis for the tax applied to the remaining 64% (34 municipal school districts):
  - i. 23 of the 34 municipalities subject to the *de facto* tax spend \$17 million locally for property value assessments which, in turn, are used by State to determine “full value” for those 23 municipalities;
  - ii. 11 of the 34 municipalities (whose combined area is larger than any of 39 states) do not levy property taxes; State Assessor (with a personnel budget of \$290,000) “estimates” full value.

**5. *The System Results in Unequal Treatment.***

- a) Alaska’s Constitution
  - (1) Provides “all persons are equal and entitled to equal rights, opportunities, and protection under the law; and that all persons have corresponding obligations to the people and to the State” (emphasis added).
- b) Of 53 districts:
  - (1) 19 districts (REAAs) receive full funding of basic need;
  - (2) 34 municipal districts receive basic need less \$216 million in required local contributions.
- c) Of the 34 municipal districts:
  - (1) 31 pay proportional tax rate of 2.65 mills of full value;
  - (2) 3 (the ones with largest tax base) pay regressive tax rate of 0.7 to 1.5 mills.
- d) Litigated in Matanuska-Susitna Borough case:
  - (1) Bob Hicks: MatSu “is a weak and vulnerable precedent.”

**6. *Required Local Contribution Impairs Local Self-Government.***

- a) “Art. X, §1: “The purpose of [the local government] article is to provide for maximum local self-government . . .”
- b) Mandatory local contribution severely impairs local self-government:
  - (1) For Ketchikan, the burden is \$61 million (\$28,000 per student) in the past 13 years to fund that portion of basic need for Ketchikan’s schools that the State has failed to pay;
  - (2) Stealth State tax constitutes 2/3 of the current Ketchikan Gateway Borough areawide property tax levy.
- c) Clearly, authority & discretion of the Ketchikan Gateway Borough Assembly to exercise fiscal policy – an essential component of “maximum local self-government” – is greatly diminished:
  - (1) Assembly is far less able to provide adequate funding for essential needs. These circumstances violate the principle of maximum local self-government.
- d) The State of Alaska has rightfully criticized the federal government in the past for imposing unfunded mandates, yet the State imposes huge unfunded mandates on local governments.

**7. *State has Never Fully Carried Out Constitutional Requirements Concerning Boroughs, which has Allowed Problems to Develop.***

- a) State is content to allow REAA citizens to avoid responsibility.
- b) There is no rational basis for the disparate treatment of REAAs versus municipal school districts.
- c) Problem exists because the State has failed to comply with Art. X, §3 of Alaska’s Constitution:
  - (1) State shall be divided into organized and unorganized boroughs;
  - (2) Organized and unorganized boroughs shall be established in a manner and according to standards provided by law;
  - (3) Standards to include population, geography, economy, transportation, and other factors;
  - (4) Each organized and unorganized borough shall embrace an area and population with common interests to the maximum degree possible.
- d) No “manner” or “standards” have ever been “provided by law” for the establishment of unorganized boroughs.
- e) Single unorganized borough lacks “area and population with common interests to the maximum degree possible” as required by our Constitution.

**SOLUTIONS**

- 1. Continue to urge elected State officials to repeal the required local contribution.
- 2. Use the initiative process to repeal the required local contribution.
- 3. Litigation.

February 4, 2013

Petersburg Borough Assembly  
P.O. Box 329  
Petersburg, AK 99833

Mayor Jensen and Assembly Members,

I have enclosed a letter that is being sent to the Legislature in support of the Alaska Department of Fish and Game (ADFG) budget request for an additional \$165K to provide for adequate aerial salmon stream escapement surveys. This letter has been signed-on to or is supported at this time by at least six SE Alaska commercial fishing organizations, four major processors and may also to be taken up later this week by the Yakutat Borough Assembly Although the Governor did include \$200K for aerial surveys in his FY2014 budget request, this is \$165K short of the funds needed by ADFG for adequate surveys (See enclosure for ADFG's description of the funding needed).

Aerial surveys are absolutely imperative to gather the necessary escapement information for the sustainable management of Alaska's salmon fisheries. The inability of ADFG to conduct sufficient salmon escapement surveys could result in unnecessarily conservative management decisions which will, in turn, result in significant negative economic impacts to Southeast fishermen, processors, sport and subsistence users, and communities.

Petersburg Vessel Owner's Association respectfully requests that the Petersburg Borough also support this budget request. The commercial salmon fisheries are the life blood of Petersburg and any impediment to the ability of ADFG to adequately manage those fisheries will have both short and long term negative economic consequences for this community.

Regretfully, I am unable to attend tonight's Assembly meeting to directly address this issue as I am currently at a North Pacific Fisheries Management Council meeting in Portland.

Your attention to this matter is greatly appreciated.

Sincerely,



Brian Lynch  
Executive Director  
Petersburg Vessel Owners Association

SE legislative Delegation  
ADFG Finance Subcommittee  
Finance Committee  
House Special Committee on Fisheries

Dear Southeast Legislators,

The successful management of Southeast Alaska's salmon fisheries is contingent on basic scientific information regarding stream escapements.

It has come to our attention that aerial surveys of salmon streams for Southeast and Yakutat are not adequately funded in the Governor's proposed FY2014 budget for the ADFG Southeast Region. This funding shortfall is due to a reduction of federal funds. While the Governor has proposed \$200K for aerial surveys in FY2014, this is \$165K short of the funds really needed (See enclosure for ADFG's description of the funding needed).

We urge you to increase the ADFG budget base for the Southeast Region by \$165K to provide for adequate surveys. Lack of funding could result in significant negative impacts on ADFG's ability to adequately manage salmon fisheries. The inability to gather the necessary escapement information will, in turn, result in significant negative economic impacts to Southeast fishermen, processors, sport and subsistence users, and communities.

Lack of funding will result in much more conservative management since ADFG will lack information critical to timely and accurate decision making. This will impact the harvest of both wild and hatchery stocks. Most Southeast fisheries are mixed stock fisheries and this makes it important that surveys be done in the natal rivers and streams. It is also important to maintain the continuity of the long standing aerial survey database to provide for the long term management of the resource.

In 2011 295,346,726 pounds of salmon, with an ex-vessel value of \$192,163,686, were harvested by 1,967 active permit holders in the Southeast/Yakutat region. This harvest had a considerable impact on Southeast Alaska communities, some of which are nearly entirely dependent on earnings of fishermen and processors as their primary economic base.

Your consideration of our request and continued funding for ADFG is appreciated.

Sincerely,

Petersburg Vessel Owners Association, et. Al.

**Enclosure (Extract from January 2013 ADFG Bluebook)**

**Salmon Aerial Surveys**

*Location:* Entire Southeast Alaska/Yakutat Area.

*Primary Objective(s):* To provide increased state general fund support for the salmon aerial survey program.

*Description:* Intensive monitoring of incoming run strength is required for successful abundance-based management of commercial salmon fisheries in Southeast Alaska and Yakutat. Aerial surveys are the primary assessment method used to monitor pink and chum salmon throughout the region, and sockeye and coho salmon runs in the Yakutat Management Area. Fishery openings are targeted where production surplus to escapement goals is identified. Survey costs have increased rapidly in response to increased fuel and insurance costs; however, annual general fund operational budgets have not increased accordingly. As a result, the number of streams monitored and frequency of aerial surveys has decreased, particularly after fisheries end in the fall season. This has degraded the department's ability to monitor peak escapement counts which, in turn, affects its ability to measure the effects of harvest, establish escapement goals, and allow fishing opportunity. Existing state general fund support for salmon aerial escapement surveys is approximately \$200,000 annually. This funding is distributed to the Sitka, Ketchikan, Petersburg, Haines, and Yakutat area offices.

The projects included in this request are currently funded by the Alaska Sustainable Salmon Fund (AKSSF). This funding source will no longer be available, beginning in FY14, due to changed authorizing uses by the federal government. This increment would provide stable, long-term funding for these essential projects.

*Duration:* Long term.

*Estimated Annual Cost:* \$165.0.