

**Haines Borough
Borough Assembly Special Meeting
June 14, 2013
MINUTES**

Approved

THIS SPECIAL MEETING WAS HELD SOLELY FOR CONSIDERING THE ITEMS LISTED ON THE PUBLISHED AGENDA. NO ADDITIONAL ISSUES WERE CONSIDERED AT THIS MEETING.

1. CALL TO ORDER/PLEDGE TO THE FLAG

Mayor **SCOTT** called the meeting to order at 1:13pm in Assembly Chambers and led the pledge to the flag.

2. ROLL CALL

Present: Mayor **SCOTT** and Assembly Members Debra **SCHNABEL**, Norm **SMITH**, Steve **VICK**, Joanne **WATERMAN** and Dave **BERRY**. **Absent:** Jerry **LAPP**.

Staff Present: Mark **EARNEST**/Borough Manager, Julie **COZZI**/Borough Clerk, Carlo **JIMENEZ**/Director of Public Facilities, Jila **STUART**/Finance Director, Tanya **CARLSON**/Tourism Director, and Krista **KIELSMEIER**/Public Facilities Administrative Assistant.

Visitors Present: Karen **GARCIA**/CVN, Margaret **FRIEDENAUER**/KHNS, Bill **KURZ**, Neil **EINSBRUCH**, Jeremy **STEPHENS** (Engineering Assistant with ADOT&PF), Roger **SCHNABEL** (Southeast Road Builders), Daniel **GONCE** (Alaska Power & Telephone), Patty **CAMPBELL** (Haines TV Cable), and representing ADOT&PF via teleconference: Pat **CARROLL** (Engineer/Architect), Fred **THORSTEINSON** (Engineering Assistant), Chris **SHELBY** (Environmental Impact Analyst), Joseph **BUCK** (Engineering Assistant), and John **BARNETT** (Engineering Assistant).

3. APPROVAL OF SPECIAL MEETING AGENDA

Motion: **Berry** moved to "approve the special meeting agenda," and the motion carried unanimously.

4. PUBLIC COMMENTS

Gonce explained the process to install underground lines and AP&T's involvement in this particular project.

5. BUSINESS

A. Power poles on Front Road / Beach Road and Haines Highway area

Note: this meeting was called at the request of three assembly members to discuss potential solutions to the visual impact of the newly installed power poles at the intersection of Front Road / Beach Road and the Haines Highway. All agreed to hold a discussion of this item prior to having a motion on the floor.

During the discussion, **Smith** said if he had known this would be the result, he never would have approved the project. This is Mile 0 of the Historic Haines Highway. It's also a historic fort and waterfront area. The poles appear to him to be over the 30-foot height limit, and he's appalled to see the wires going across the road that weren't there before. The assembly needs to come up with a solution. **Berry** said the assembly has to be very careful about promising the borough's fund balances. At the last budget meeting, the assembly found out 47% of the operating budget is coming from the fund balances. **Vick** agrees with the principal behind having no poles and wires on the waterfront, but he doesn't know where the funding is to undo this one. He suggested that perhaps going forward would be a good idea, looking toward long-term solutions to make sure it doesn't happen again. **Waterman** said she has known this is a priority but has not been diligent to make sure it would be the standard. She realizes Haines has a good relationship with ADOT&PF and would like to maintain that. Everyone around the table agrees the waterfront should be wireless, but the questions are how would it affect this project and is there any way the borough and state can work together to make it happen, if it is even feasible. **Carroll** said at this point, it would still be slightly cheaper to replace the installed poles with underground wiring because the pavement is not yet in place. However, there is no excess funding for the state to contribute. He stressed this could affect the construction schedule, and the project cannot be delayed. **Thorsteinson** said it would be possible to put vacant conduits under the road so that this could be corrected in the future, if desired. That would require 100% of borough funding and also permitting would be the borough's responsibility. **Vick** clarified that means laying the footwork for the future. **Gonce** provided an estimate of the cost: \$98,617 for power, materials/ and labor. That does not include civil work or phone. **Gonce** explained where the poles, wiring, and trenching would be. **Thorsteinson** said right now there are lights on the poles, if those go down, the borough would have to come up with other lighting. State code for burying electrical cables in the roadway specifies 4 feet, so an estimated \$15K cost per light would be a little conservative. **Gonce** notes AP&T's \$98,617

estimate includes the street lights. **Vick** asked for a rough cost estimate for laying vacant conduits for future insertion of underground wiring. **Stephens** said there was quite a bit of contaminated soil in the Delta Western area and more digging may add to the cost. **R.Schnabel** said he works off of plans. He hates to hear estimates right now when the cost could possibly end up double the amount given all the variables and unknowns. **Campbell** explained her cable TV is a utility, as well, and all utilities should be installed at the same time. **Scott** said obviously this has to be properly designed and bid out. **Earnest** said this was pretty much worked out a year ago during June 2012. He agreed it's visually intrusive. It isn't what it looked like on paper and now we're trying to figure out if there is a remedy. **Vick** said he likes the idea of prepwork conduit as an immediate step. He asked if there is time to interject this into the project. **R.Schnabel** said right now, he is scheduled to pave in August but if his three-week extension request is approved by the state, the paving would be in September. **Stephens** clarified the schedule calls for paving the end of August with project completion September 15. **D.Schnabel** said she would like to do this now, because if it is put it off, it won't get done. **Waterman** asked what the timeline would be for getting the design and permits. **Thorsteinson** said if it's just conduit in the state right of way, the borough could draw lines on the project design plans and send it down for utility permitting. **R.Schnabel** said the project engineer has made it very clear there is no money. Ordinarily, the state does A1 work, but they are handcuffed as far as funding for this project. Quite frankly, he would like to see this project shut down for now, because ADOT&PF doesn't have the proper funding to do the job right. In his opinion, the project was not designed properly and cannot be done right with the amount of money available. He thinks it should be left with just D1 material on it for a year. **Carroll** said the funds were limited and they stretched the project as far as possible. The project will end just before Kathleen Drive even though the project was designed to go clear to the Portage Cove campground. There is no more funding for it. **D.Schnabel** asked about the possibility of using some of the cruise ship head tax money, and **Earnest** explained the rules changed and the allowable uses are very restricted now. He will confirm whether or not this would qualify. **Waterman** said if there can be some creative solutions to this, she would hope that any options could be explored. The borough accepts responsibility for its tardiness, and she apologized to the state. She hopes they hear how important the waterfront is for this community. She added that as the borough goes forward creating utility districts, the waterfront will more than likely be the number one priority.

Motion: **Vick** moved to "direct the manager to research cost estimates for 1) burying the crossings-only conduits, 2) burying conduits along the roadway clear to Main Street including the crossings, and 3) doing the full underground utility project now," and it was amended to also find out if cruise ship money is available and eligible for this project. The motion, as amended, carried 4-1 with **Berry** opposed.

D.Schnabel said the borough should look at identifying whether the cruise ship fund balance is eligible for waterfront pedestrian walkway and safety issues. She asked ADOT&PF what they can do to improve this project. Perhaps several projects could be corrected at one time. **R.Schnabel** said he's under contract with the state of Alaska and the timing is very critical. He has to continue on the state's schedule. Another contractor cannot come onboard. The state needs to administer this so he doesn't have to get involved in dealing with the borough on this additional work. The designer, Mr. **Carroll**, could really help. There are many obstacles with the potential ideas. **Scott** said the assembly's intention is for staff to work with the state to come up with estimates that are as close as possible. **Smith** asked if there is a response from the state on doing a trade if the borough covered the sidewalks with cruise ship funding and the state partnered on the trenching. **Carroll** said the state couldn't administer this contract. This could cause problems with the funding, as well. The state cleared the project and had it all environmentally cleared, etc. Their process did not clear them for this type of work. This has to be the borough's project. **Vick** thanked ADOT&PF for the project and said the intersection looks great, except for the poles.

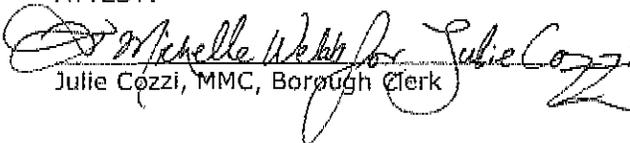
B. Sidewalks on Front Road and Beach Road and Haines Highway area

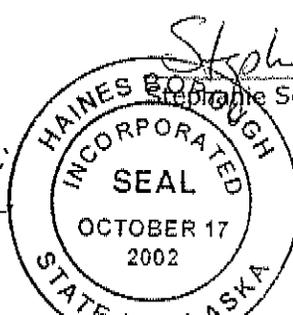
Note: This agenda item was not addressed because Waterman and Vick had to leave the meeting. There was no longer a quorum.

6. ADJOURNMENT – 2:29pm

Motion: **BERRY** moved to "adjourn the meeting," and the motion carried unanimously.

ATTEST:


Julie Cozzi, MMC, Borough Clerk




Stephanie Scott, Mayor