



City Council Minutes
February 21, 2006 ~ 5:00PM

Regular Meeting
City Hall, Delta Junction, Alaska

The regular meeting of the Delta Junction City Council was held on Tuesday, February 21, 2006 at City Hall in Delta Junction, Alaska. Mayor Thomas "Roy" Gilbertson called the meeting to order at 5:02PM.

Council members present: Mayor Roy Gilbertson, Mayor Pro tem Mary Leith-Dowling, Lou Heinbockel
Mike Tvenge, Pablo Martinez, Leslie Feilner, Mike Jenkins (excused at 5:57PM)

Council members excused: none

City employees present: Pete Hallgren, Dave Zimmerman, Pat White

21 members from the community, including six Boy Scouts, were present, as was out-of-town guest speaker, Brett Flint.

AMENDMENTS TO AGENDA ~ APPROVAL OF AGENDA

Gilbertson reported one item to add to *New Business*:

- ✓ PO#010659 to Delta Junction Fire Department in the amount of \$1,318.00

Leith-Dowling moved to approve the agenda as amended; Feilner seconded. Motion carried.

APPROVAL OF MINUTES OF THE PREVIOUS MEETING

Leith-Dowling moved to approve the February 7, 2006 minutes as presented; Feilner seconded. Motion carried.

PUBLIC COMMENTS ON NON-AGENDA ITEMS

COUNCIL COMMENTS ON NON-AGENDA ITEMS

Mayor Gilbertson asked for public and Council comments on non-agenda items with none being offered.

REQUEST TO SPEAK

Brett Flint, Manager, Northern Rail Extension of the Alaska Railroad Corporation (ARRC) introduced himself and said his presence was at the request of the City Council. His purpose was to report their progress in development of the railroad project and getting it to Delta Junction. The Surface Transportation Board, the federal agency that has jurisdiction over the project, is to complete the Environmental Impact Statement (EIS) and have concluded the formal public and agency scoping period. The Transportation Board is presently preparing their final work plan and requested ARRC provide final recommendation on alignment alternatives. Flint said he needed local input in determining the best route through Delta Junction and he also needed reasoning to support it. He said the present draft EIS should be completed by January/February 2007. It will then be published for public comments, followed by a series of public hearings. The EIS would be finalized, based on the public comments, by

mid-to-late 2007. If funding is available at that time ARRC anticipates starting construction in late 2008. Flint explained that discussion of a railroad from Canada to Alaska (through Delta Junction and the Tanana Valley) stems back to the early 1800's. Shortly after the construction of the railroad in the 1920's, more discussion evolved regarding extending the rail to Canada through the Tanana Valley. The Alcan (Alaska Highway) was built in 1942 and had there been enough steel, a railroad would have been built instead. Again in 1979, DOT studied a potential link to Canada and that route also went through the Tanana Valley. Just recently the University of Alaska (UAF) Fairbanks began working with the Yukon Territories government to identify if a railroad from Alaska to Canada could be built. This particular project came to fruition basically to support the military. UAF was asked to evaluate ways of crossing the Tanana after U.S. Army Alaska (USARAK) issued a press release in 2002 stating they needed better access to Tanana Flats training area and Donnelly West training areas in order to develop the Stryker Brigade. They recommended a bridge across the Tanana River near Flag Hill, which is south of the Salcha area. At that time the military appropriated \$14 million for the Federal Railroad Administration to conduct an EIS. The goal is to serve the military near Delta Junction. The railroad would be a common carrier (meaning anybody can ride should it have passenger service) but the military would be the primary customers. The question is 'what is the best way to get into Delta Junction and where the best place is to stop.' Flint referred to a map and explained that UAF used the 1979 DOT alignment when they developed their study. They recommended crossing the Delta River just north of the airport and routing the railroad around to the east side of the City, locating the terminal near Delta Building Supply. An overpass would be built on the Alaska Highway that would allow the military to self-drive their equipment underneath the highway and onto the Donnelly training area. Subsequent to the UAF study ARRC agreed but have spent the past year studying over three hundred miles of railroad to come up with 8 miles of railroad that would make sense. Two other possible options are 1) to cross north of Jarvis Creek and stay on the south side of the City of Delta Junction and offload south of the Alaska Highway or 2) to cross the Delta River about 3/4-mile south of Big Delta and follow the power line through the agriculture district to the same offload location. From the railroad standpoint the third option provides better access to potential agricultural customers. Also crossing the river in Big Delta would be a shorter distance. The route north of the airport has potential to provide relief from Jarvis Creek flooding if additional funding is added to the project to construct some type of flood control channel and/or structures that allow water to pass under the roads. Flint said the railroad is not in the business to build flood control structures but the railroad embankment can be part of the flood control system. Also, the availability of a nearby railroad allows for easy maintenance of it. Other issues regarding that route deal with the railroad location to the vicinity of the airport. Experience has proven that communities along the rail belt grow and later wish to remove the railroad. That could be a potential problem for Delta Junction at some point in the future should the community expand beyond the railroad. The route where the crossing is near the airport reins the community in against the river. Flint stated none of the routes present a financial or operational/maintenance advantage to ARRC. Concerns are impacts to private property, community and the environment. ARRC is at the point of seeking input from the community. Any changes to the plans will be due to direct response to questions received from the general public.

Gilbertson said he favored the route that crosses near the airport because it will create protection against future flooding. It would be in the State's interest to work with the railroad project and forever eliminate the threat. He said the route did not cross any property that would hinder potential expansion of Delta Junction.

Tvenge said there was only one major road crossing on the lower route near Jarvis Creek.

Flint said railroad-road crossings always pose problems. At-grade crossings would be built on some of the smaller roads. The Diagnostic Review Council is formed with representatives from the city, DOT and the railroad. They review the amount and type of traffic on the road and the amount of traffic on the railroad and then make recommendations as to the type of protection necessary. Because this railroad is a brand new project, a case could be established regarding the major feeder roads being grade-separated. That adds cost to a project and with enough costs added the project dies.

Hallgren said the majority of the people in the area live outside city limits and of those, they would likely use Jack Warren or Nistler roads to commute to work. Alaska Highway is less traveled. He said it would be unpopular to have a grade crossing twenty minutes before a shift change at Ft. Greely because of the inconvenience it would cause.

Flint said identifying how to grade-separate those two main feeder roads is being reviewed carefully. An important technical issue is necessary to develop flood control, which basically places a hole through the dike. Grade-separating crossings become contraindicated in that case. ARRC would need to work with the Corps of Engineers and/or the State in dealing with a flood control system.

Feilner asked which route was the most expensive.

Flint said the actual construction costs for all three routes is similar. None of the routes have costs for the runway acquisition. Environmental and geo-technical issues have not been resolved yet either.

Feilner said she favored the lower route because it would serve the military and the Stryker Brigade. It would be advantageous to keep it off private property. Feilner said it would eliminate potential problems regarding population growth and it puts the flood issues in perspective. She said other community members had expressed that they were in favor of the lower route also.

Tvenge asked how big the terminal would be.

Flint stated it was not yet known but he explained the one that the military plans to construct at Ft. Wainwright. It would be a four-track yard with the tracks spaced 30 to 50 feet apart and probably 6,000 feet in length. Side ramps would be built so that equipment can be driven onto flat cars. A small passenger car depot would serve the public, primarily the military. Flint stated railroad services do not typically run passengers because it does not provide enough income. Alaska Railroad is the only one in the nation that runs both a military and a commuter type service. They break-even with the tourist business, but normally providing passenger service to the public is not a profitable venture, unless the military subsidizes the project. It is owned by the State of Alaska but the State does not fund it. ARRC is a self-sustaining corporation. The State bought the railroad in 1985 and gave enough funding only for the first year's operating budget.

Hallgren stated the ARRC study reports the fare box would cover ratios between 15 and 22% in the Anchorage-Wasilla area, which is a huge subsidy.

Flint stated those ratios were typical. The most profitable commuter routes are on the east coast and they recover 40 to 45% of cost through the fare box. He said he was hopeful the military contract would pan out.

Tvenge asked what the frequency of trips would be between Delta and Fairbanks.

Flint said if a commuter service is offered there would initially be two trains per day, one in the morning and one at night, each traveling in opposite directions. It would depend upon what the military requests and that would depend on their shift changes.

Hallgren stated the Delta Junction City Council opposes Ft. Greely Missile Defense employees living in Fairbanks and commuting to Delta for their job.

Flint said their job is to provide the service and ARRC could not be concerned with where people live and how they get to their jobs. He said it was his understanding that the employees were required to reside on Ft. Greely because they would have to respond within a short period of time.

Heinbockel asked if there was any consideration regarding crossing the Delta River. Would the bridging on each of the three proposed routes allow a certain amount of motorized access to the other side of river, like a one-lane road? He said there is a considerable amount of privately owned property on the other side of the river with very limited access.

Flint said the costs presently include a vehicle lane on all the major railroad bridges. He said vehicles crossing the tracks are a huge safety issue. It would be cheaper for the State to help build a vehicle lane instead of another bridge. Flint stated, from a standpoint of an environmental impact process, they wanted to study anything that might be worth considering even though it may not end up in the final construction phase.

Heinbockel said he disagreed with the federal government spending money on passenger traffic because of his personal experience in working for a contractor who hauled people to and from Fairbanks. They averaged 7 people/week, which meant 5 trips had no passengers at all. The government paid for a 15-passenger van on an already existing road. He suggested stretch Cadillac limousines instead of hauling passengers by rail service.

Flint said the primary purpose of the tracks is to carry military equipment and supplies. ARRC has an extensive cost benefit analysis as to what the military has identified as their current training needs. There is a healthy return over a 30-year time period. It is also beneficial to the military because they are conserving the life of their equipment. Passenger service would be offered as a sidebar benefit. The railroad does become eligible for federal funding when the service is offered. Flint explained stipulations related to passenger service. He said the entire rail is eligible for federal funding because of the tourist industry.

Heinbockel said he preferred the southern route because of the number of road crossings in the other routes. The southern route crosses a road only once and it is closest to serving the military. Nistler Road and Jack Warren have too much traffic. He questioned how much the military would actually use the railroad, even if there were three training cycles per year. It would disrupt traffic maybe a dozen times. Heinbockel said he was doubtful it would run daily.

Flint said the military's own stated training goals require the Stryker Brigade to have four brigade-level training exercises each year. Approximately six tracks would be needed to move an entire brigade. That would equate to a couple trains each day for 3 days. They would return empty to pick up the next load. For the return trip, when the exercise is finished, the same amount of traffic would go back. The business case was based on having an additional 4 deployments a year from outside of Alaska, the Lower 48 or Hawaii. They would offload in Anchorage and ride the train to Delta Junction. Flint said it appears there would be trains for several days, then not again for a couple of weeks. He said he anticipated whatever freight service required initially would accompany the scheduled training exercises. As businesses develop and rail use increases, it is possible to see a dedicated freight train once a week.

Hallgren said Fairbanks' present problem is because they did not project far enough into the future. The ultimate goal is to have a connection with the Lower 48. This would be the transcontinental route through Delta. Anchorage could become a major intercontinental shipment port because other ports in the states are so busy. Hallgren said it would be wise to consider increased traffic in Delta Junction in the early pre-construction phase.

Flint said Fairbanks is a railroad town, even though the residents would much prefer the railroad be located outside the town. Fairbanks has 27 at-grade crossings between the railroad yard and the city limits. The city and borough have looked at resolving railroad issues for many years. The solution is to move the railroad yard out of town but there is not enough money to accomplish that.

Tvenge asked if the Canadian line terminates in Whitehorse.

Flint said the closest full-gage railroad is in Ft. Nelson, which is 1000 miles from the border where most of the routes cross. He said the Canadians have a large portion "of the pie" to solve, though there is a fair amount of support from them. There is also a fair amount of natural resources to be developed between Delta Junction and Fort Nelson if transportation is available. It's a cart-and-horse situation. Is money invested to develop the infrastructure? Many projects die because of lack of transportation. A single entity cannot carry that burden alone. A rough estimate to build the Canadian railroad link is \$6 billion dollars.

Janet Boyer asked what the estimate was to build the railroad through Delta Junction.

Flint said the railroad from the Flag Hill Crossing to Delta Junction would cost approximately \$330 million. It includes a bridge across the Delta River. The entire project from Moose Creek to Delta Junction is between \$450 and \$700 million.

Boyer asked where to deliver public comments.

Flint stated public comments would be accepted at the ARRC website (www.akrr.com) or the project website (www.northernrailextension.com). Posted information is updated periodically. The Surface

Transportation Board has completed the formal scoping process but they will still accept comments. Their address is listed on both websites.

Hallgren said local City Council body is and will continue to be supportive of the railroad project.

Flint said ARRC is anxious to bring the railroad to Delta Junction. They have received good reception from Delta and generally speaking, good support statewide with exception of some from Salcha.

Carin Bear asked how many accidents are associated to railroad crossings. She said her concern stems from being isolated and having limited resources. How would a catastrophe such as a derailment be handled?

Flint said he was unable to provide statistics. Many communities have issues of when the train blows its whistle upon approaching crossings. A community on the east coast banned whistle blowing within the city limits and their railroad train car/railroad accidents increased by 50%. Afterwards the Federal Railroad Administration (FRA) issued an emergency order directing all railroad to whistle at every crossing. The FRA has rules and response to that emergency order, stating communities can develop a quiet zone as long as certain protections are in place at crossings.

Bear said there would always be people who are trying to beat the train.

Flint said those comments need addressed to the STB because they are valid concerns. Another concern is how to respond in an emergency situation regarding transporting hazardous materials. It is likely that response equipment would be staged in Delta Junction for such an event. Flint said safety is the #1 priority. Each vehicle crossing will be looked at very carefully and they will try to mitigate any known hazards.

Stephen Hammond asked what impact the construction of the natural gas pipeline would have on the feasibility of the railroad through Canada.

Flint said the gas line would be a definite boost to the railroad project because the gas line would be another major potential customer. The Stranded Gas Act, which was passed a few years back, sets aside money to upgrade transportation infrastructure and support the gas pipeline. Gas producers would like a railroad through Delta Junction before they begin construction of their pipeline because of the amount of pipe they will need to haul. In retrospect, the North Slope developers said they wished they had built a railroad to Barrow instead of a haul road.

Bill Smith asked if an overpass would be built north of the Jarvis Creek.

Flint stated there would be a grade separation at the Richardson Highway where the road would go over the railroad. DOT plans to straighten the corner that is north of the Jarvis Bridge.

Gilbertson expressed his appreciation for the railroad update.

Ben Feilner introduced local Boy Scouts who were in attendance and explained they were meeting requirements for their Eagle Citizenship Merit Badge, which is related to city government functions.

Gilbertson stated the Boy Scouts would likely serve as City Council members someday.

Leith-Dowling stated they had visited in the past and came due to interest in the railroad.

Delta Junction Motor Cross (Racing) Club – no speaker

REPORTS

Rescue Squad – Pablo Martinez reported the Delta Rescue Squad was having difficulty maintaining their membership because of EMTs transferring out of Delta. Recent training was cancelled due to a cold spell but it is being rescheduled.

Fire Department – Carin Bear reported the Fire Department successfully extinguished a recent fire on Spriggs Road.

City Clerk – Pat White stated Irene Catalone and Eileen Kozevnikoff from the State Department of Commerce, Community & Economic Development provided Newly Elected Officials Training to Council members on February 13. Hallgren, Zimmerman and White attended the day-session also.

Leith-Dowling stated she benefited from the training, even after almost 18 years of serving on the City Council.

City Administrator – Pete Hallgren reported:

- He and Mayor Gilbertson planned to meet telephonically on February 24 with Brigadier General Craig Christensen of the Alaska Army Guard for a preliminary discussion of a potential guard unit in the Delta area and possibly having an armory constructed here.
- He attended the cohort luncheon with several Council members on February 15. Lieutenant Colonel Rob Cornelius reported joint use of the Allen Army Airfield with the State is in progress.
- Channel 7 (KTUV) scheduled testing in Delta on February 17. Hallgren said he authorized purchase of necessary parts that were installed and they made some improvements to the radio shack. Channel 5 (KUAC) plans to replace their translator and attempt to use the satellite down feed from Channel 7 to observe what type of signal they are putting out. KUAC may install a temporary transit antenna.
- The old landfill septic pits are reopened and back in business as of February 17. They are still permitted through March 15 and MACTEC is presently applying for an extension. MACTEC is also getting assurances that the septic system at the new site will work once it thaws out.
- He planned to attend a gas line trades training in Anchorage on March 1 with Whit Hicks, from the Delta Mine Training Center, to better understand what training is necessary for Alaskan residents to get hired for gas line construction jobs.
- A letter from Stephen Hammond, M2C1, dated February 20, was delivered this afternoon requesting discussion tonight about the Liewer-Olmstead Ice Arena. Hallgren stated MACTEC Architect Merle Jantz planned to present a proposal and informal preview on February 27 in preparation for the City Council meeting on March 7.

Jenkins excused himself at 5:57PM.

Library – Mary Leith-Dowling reported tonight at 6:30PM a free historic film would be presented by Fairbanks Historian Randy Zarnke at the library. The *Endicott Hunt* film features Rika Wallen and John Hadjukovich, true Delta history in the 1920/1930 era. She said the Library Board is interested in any local residents who have history (pictures or movies) from the Delta area. Leith-Dowling reported:

- A new computer and printer, worth \$1,300, were purchased from a Gates Foundation Grant. It will be used for an OPAC (online public access catalog) station for library patrons.
- Librarian Joyce McCombs will attend the Alaska State Library Conference in Anchorage February 24 through 27. McCombs was invited to attend a special pre-conference on Rural Library Sustainability that addresses keeping libraries running in small communities. The Gates Foundation was covering airfare for everyone attending the conference.
- The annual Library Open House and fundraiser is scheduled for April 29.
- The Trapline Twins and Fairbanks Daily News-Miner columnists, Miki and Julie Collins will return to Delta on April 21 to offer a slide presentation, book and fur sale.
- She referred to a Delta Community Library Three-Year Statistical History (FY03 through January FY06) prepared by Joyce McCombs. The graphs illustrated how many people use the library, the Internet and library materials. Leith-Dowling said the huge increase is because of the population increase and more room to function because of the new library facility.

Recreation – Mike Tvenge reported several people from the community approached him with inquiries about the Ice Arena. He said local engineer Stephen Hammond reviewed past reports but believes the facility is upgradeable. The rink is well used by the community for events, most recently an icecream party and a 5-team Pee Wee Bush League tournament this weekend. The tournament will have five games per day, two locker rooms, three rent-a-cans and no water. Tvenge said the use of the building has increased as much as the library. Over 300 local residents attended the Christmas party at the rink. This weekend over 100 players and their families will visit Delta for the Pee Wee tournament. Funds were

allocated toward recreation and he would like it directed toward the rink. The sidewalks are being shoveled inside the building because of the frost falling off the ceiling. It could be alleviated if the structure could be upgraded. He said, "We have a rink. Let's just make it better than what it is." Should the community direct recreation in a direction other than skating it would not be in that building anyway. Tvenge said he researched other rinks across the State and feels remodeling our facility could be funded, given the fact that we would be satisfied with the minimum. He asked for support.

Hallgren said presently the Council was pursuing upgrading the existing building.

Heinbockel asked to upgrade the building. He said it has been 8 straight years since money started to come in. Whatever was leftover was intended to go toward that facility. It is time to do it and get it done. Heinbockel stated grandiose schemes for a bowling alley, swimming pools and theater cannot survive through private enterprise and the City, as the only local government agency, certainly cannot support the services with what limited resources are available. He said, "We go to the library because there is light, heat and water. The skating rink has no heat, water or bathrooms."

Feilner said the hold on upgrading has been because of the sprinkler system.

Heinbockel said the hold was because the engineers directed construction of another building instead of spending the money to upgrade the existing rink. Now we have a firm that will give their stamp of approval.

Hallgren reported two firms now say improvements can be made this year with the money that is available if prompt action is taken. He said he felt the project should have been bid in January.

Feilner asked Tvenge about M2C1 / Hammond's proposal.

Tvenge said Hammond appears very methodical about his research. He reviewed the "blue book", which was research funded by the Skating Association to upgrade the skating rink. The grandiose ideas can still happen in the future but for now upgrading the existing structure is most reasonable with what money is available. Tvenge said the Skating Association operates on \$40,000/year. 200 to 300 kids use the rink each week. The program is worthwhile to the community and the least that can be done is to make it safer.

Gilbertson said MACTEC's proposal does not allow for a heated facility but M2C1 allows for the upgrade that results in a heated facility. Merle Jantz said the newly constructed area could be heated but the building itself could not be insulated.

Hallgren said Jantz received information directly from the Fire Marshal.

Gilbertson said we are at the mercy of engineers and their expertise.

Tvenge asked for direction to keep moving. Do we authorize M2C1 to continue?

Feilner said she was in favor of supporting a local business.

Discussion followed regarding hiring professional services.

Heinbockel said he would like to see some comparison.

Hallgren said Merle Jantz was scheduled to provide a preview on February 27, in preparation for a full presentation at the March 7 meeting. He did not know what Jantz planned to present but felt MACTEC had looked over the building in great detail.

Martinez asked about other firms.

Hallgren explained past history. MACTEC was the third firm involved. They came after the September 1, 1999 JNA (Joseph Notkin & Associates) study and after Bettisworth & Company completed another study. MACTEC came in by default when Bettisworth was unable to continue with the project. MACTEC determined that codes had changed too much so they subcontracted USKH. They made that presentation, stating that to build a new facility would be the same cost as upgrading the existing facility, two years ago. Up until two months ago Council was moving to construct a new building while keeping the old one and constructing a smaller facility between the two that would house the zamboni and provide restrooms and heated locker rooms. Then plans changed to upgrade the old building and MACTEC was redirected to look into that. Hallgren said Jantz is presently being paid to produce a preliminary report.

Tvenge said M2C1 is a local firm and they are willing to work with local contractors. He reported he would not be able to attend the next Council meeting because of participating in the Arctic Winter Games in Soldotna. Annie Grossmann will play for the Women's Hockey Team, Lowen Ewing will play for the Midget Boys' Team and Tvenge would be coaching the Midget Boys. He participated two years ago, also.

Heinbockel asked Tvenge if payment for using the hockey rink throughout the summer was ever received from AMI (Alaska Mechanical, Inc.).

Tvenge said AMI dumped Willis. He recently got the name of their new bonding company but has not yet made contact with them. AMI is now asking for addition money for construction of the new elementary school.

Discussion followed regarding collecting the \$9,000 in rent money from AMI.

Gilbertson said he and Hallgren would meet with Jantz and go forward from there.

Hallgren said he pressed Jantz for a preview because he could not provide a full presentation until March 7. The informal meeting on February 27 could include three or fewer Council members.

Tvenge, Gilbertson and Heinbockel agreed to attend.

Public Health & Safety – Pablo Martinez distributed packets of confidential information prepared by White who was requesting Council input regarding unpaid ambulance accounts.

Heinbockel asked to discuss the accounts during a short *Executive Session* at the end of the meeting.

Public Works – Pete Hallgren reported he purchased the surveillance equipment for the landfill.

Charter Commission – Pat White reported she received a request to create a question and answer section on the City's website so that residents could pose concerns related to the proposed borough. March 31 is the end of the public comment period. Thereafter public hearings will be scheduled. Until then the question and answer format would be a service to the community. She referenced an e.mail from Dave Johnson who offered suggestions and asked for Council input. It is not known how much the public would participate in the service.

Leith-Dowling said she tended to have a positive view toward anything that helps people connect with information. She questioned response time and whether Charter Commission members will be burdened with it.

Heinbockel moved to accept the (#3) proposal to provide the service, not to exceed \$300.00; Feilner seconded.

Motion passed unanimously on a roll call vote with six members present.

Heinbockel said to expect costs associated with Lamar Cotten responding to some of the questions.

Tana Wood said most Charter Commission members are capable of answering questions.

UNFINISHED BUSINESS - none

NEW BUSINESS

Fuel Bids

Heinbockel stated the last (heating) fuel bid was awarded to Delta Fuel on May 13, 2003 in the amount of \$1.095 per gallon with an adjustment factor built into the agreement. He asked what was last paid per gallon.

Zimmerman stated \$2.15/gallon was paid in January.

Heinbockel said last month's heating bill for the City buildings was over \$10,000. Heating fuel has more than doubled in the past three years for every entity and private citizen. He said EXXON is declaring the most they've ever earned and at the same time weasel out of what they own the State of Alaska because of the oil spill in 1989. Heinbockel asked if Texaco/Buffalo Fuel had an escalator on their gasoline award.

Zimmerman said they did.

Heinbockel asked if it was possible to ask bids to reflect their wholesale costs (which would be adjusted upon every bill) and then add a service charge to deliver it.

Hallgren said the escalator clause states both increases and decreases to the cost would be passed onto the customer.

Purchase Orders

PO#010619 to ACS in the amount of \$1,464.13 for Feb '06 phone services

PO#010620 to Alaska Industrial Hardware, Inc. in the amount of \$527.81 for fire hall and landfill tools (sewer tape, wrench, bulbs)

PO#010621 to Alaska Media Group Inc. in the amount of \$369.91 for Donnelly translator parts

PO#010622 to ATT in the amount of \$806.81 for Feb '06 911 phones/power

PO#010623 to Bank of America in the amount of \$731.68 for credit card charges (Bonnie Cochran air travel to LEPC Conference in Juneau, City Hall office supplies and color printer)

PO#010624 to Construction Machinery in the amount of \$667.60 for landfill loader bucket teeth

PO#010625 to Delta Building Supply in the amount of \$1,500.00 for Feb '06 warm storage rent

PO#010626 to Delta Building Supply in the amount of \$2,249.08 for library hot water heater and three water pressure tanks for the fire station

PO#010627 to Delta Fuel Company in the amount of \$10,929.24 for Jan '06 heating oil

PO#010628 to Delta Sanitation, Inc. in the amount of \$522.48 for Feb '06 garbage service

PO#010629 to Fairbanks Daily News-Miner in the amount of \$565.65 for borough advertisement

PO#010630 to Geo-spatial Applications in the amount of \$706.80 for GIS mapping training

PO#010631 to GVEA in the amount of \$3,333.73 for Jan '06 electricity

PO#010632 to Debra Heral in the amount of \$836.00 for LEPC transcription and typing of EOP

PO#010633 to Powerhouse Signs in the amount of \$664.00 for signs used at the landfill, Ice Arena and airport runway

PO#010659 to Delta Junction Fire Department in the amount of \$1,318.00 for Hazwoper training

Heinbockel moved to approve purchase orders 010619 through 010633 and 010659 as presented; Leith-Dowling seconded.

Tvenge asked about warranty work on septic pits by the prime contractor.

Hallgren said the new septic pits were constructed as designed. The feasibility study, the construction drawings and specifications were all done by MACTEC. The construction inspections were also conducted by MACTEC.

Motion passed on a roll call vote with five (Feilner, Martinez, Leith-Dowling, Heinbockel, Gilbertson) voting in favor and one (Tvenge) voting against.

ADDITIONAL PUBLIC COMMENTS

Janet Boyer asked if the M2C1 proposal was available to the public.

Hallgren said it was.

Boyer asked Tvenge about use of the skating rink. She asked, "If this meeting were held in July, what would the comments be?"

Tvenge said, "Boy, I can't wait till fall!"

Rose Edgren stated she wished to encourage Council to hire locally. She said she did not know the local engineer but understands he is knowledgeable about skating rinks and that would be a benefit considering the septic system problems incurred during the construction of the library. It would only make sense. She said she was the treasurer for the Delta-Greely Skating Association. The association has spent \$32,000 on tournaments, skating activities and building maintenance in the past year. \$10,000 of that came from skating and hockey registrations. Open Skate in the last two Sundays has brought in an additional \$500. Edgren said she would like indoor bathrooms. She said, "We are in the 21st century and I will gladly maintain the bathrooms if you would provide them." She stated Delta Junction has a huge Slavic community and their participation is increasing in hockey. Presently there are 5 Russian students who skate on teams and she anticipated more. Edgren said she was very proud of the parents, volunteers and business community who support activity at the rink.

Charlie Hennager asked Council to not wait on MACTEC engineers. He said “someone needs to call uncle” and we need to move forward. The Skating Association is able to maintain the building and provide a good program for the community. If an engineer firm says the upgrade is doable, “why can’t we move forward?”

Gilbertson said the comment regarding not being able to heat the rink needs clarified.

Hallgren said the statement is misinforming. He said MACTEC never stated the rink facility could not be upgraded. They said constructing a new facility would cost as much as upgrading the existing building. Until two months ago MACTEC was waiting on direction from us, not sitting on the project. We changed our direction from constructing a new building to upgrading the existing one.

Hammond stated he wished to clarify a statement regarding heating the rink facility. He said insulation would solve a lot of condensation and moisture problems. It would not necessarily heat the building envelope.

Gilbertson said he understood the sidewalls or ceiling could not be insulated. That would get clarified on February 27.

Bill Smith reported a recent incident in which a skater threw up while preparing for skating practice. Main entrance doors were opened to allow airflow so that other skaters did not react in a domino effect because of the stench. Paper towels were used to clean up the vomit. Smith said it was an example of the need for water; that it is a hygiene issue as well. He said he is employed at the local Pump Station and has been involved with providing heat inside the skating rink with Alyeska’s Tioga heater during cold spells. He said Alyeska was in the process of downsizing and gearing toward electric drivers. They are reducing their involvement in community events (Arctic Man, Rubber Ducky Race, etc.) and will no longer be able to be the good neighbors they have in the past. Because of that, heat inside the rink facility would be a major issue for the Skating Association in the near future. He said the upcoming weekend was going to be exciting and he invited the Council and guests to attend.

EXECUTIVE SESSION

Heinbockel moved to go into Executive Session to discuss financial matters and potential write-offs for ambulance services at 6:53PM; Leith-Dowling seconded. Motion carried.

Present during the Executive Session were Mayor Gilbertson, Lou Heinbockel, Mary Leith-Dowling, Leslie Feilner, Mike Tvenge, Pablo Martinez, Pete Hallgren and Pat White.

Heinbockel moved to end the Executive Session and reconvene the regular meeting at 7:23PM; Tvenge seconded. Motion carried.

Heinbockel moved to excuse the list of ambulance service charges as presented; Feilner seconded.

Motion passed unanimously on a roll call vote with six members present.

ADDITIONAL COUNCIL COMMENTS

Feilner stated Scotty Brown represents the Motor Cross Club.

Hallgren said Brown was not interested in asking the City to build a motorcycle racetrack, but in identifying people to contribute to one and possibly to build it on the fairgrounds.

ADJOURNMENT

Feilner moved to adjourn at 7:26PM; Heinbockel seconded. Motion carried.

Pat White

City Clerk

Date of approval: March 7, 2006