



Haines Borough Administration
Mark Earnest, Borough Manager
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Report

February 23, 2010

Personal Update

I am continuing to recover from my accident, albeit slowly. I have a follow up appointment with the doctor in Juneau on Monday, February 22 and am scheduled to return to Haines on the Tuesday morning ferry. I don't know when I will be able to return to the office, but in the mean time I have access to my work files and e-mail from my home.

Legislative Priorities

The Borough's Legislative Priorities were successfully entered into the state's Capital Budget Submission and Information System (CAPSIS) program by the Friday, February 12, 2010 deadline. As previously reported, CAPSIS was created to facilitate FY2011 capital project requests to the Alaska State Legislature. This was a monumental task and I would like to mention the extraordinary efforts by Jila Stuart, Brad Maynard, and Julie Cozzi, in particular, in compiling and entering the project nominations.

We did receive some feedback from Juneau that should be incorporated in next year's legislative priority submittals through CAPSIS. We were asked to focus on the top half dozen or so project for submittal through CAPSIS (the Borough submitted a total of 19 capital projects, and that was achieved by combining a few of the projects from the list approved by the Assembly). This will bring focus to our most important projects and not overwhelm staff. There are very limited discretionary funding opportunities through our legislative delegation. Funding for the projects that don't make the CAPSIS short list can still be pursued, but through grant programs, rather than seeking direct legislative appropriations.

Heli-Ski Ordinance Implementation

I must bring to your attention concerns that have arisen from the implementation of the Heli-Ski Ordinance that was adopted by the Assembly on January 19, 2010. What seemed to be minor amendments made to the ordinance during its second and final public hearing on January 19 have turned out to be quite substantive and, because the ordinance had an immediate effective date, the changes have left staff with inadequate time to fully prepare for implementation prior to the start of the heli-ski season.

Administration staff has been working diligently to put the new ordinance provisions into effect to the greatest extent practicable, such as the mandatory pre-season permittee/pilot meeting that was held on January 12. However, as staff worked to interpret and implement the provisions of the amended ordinance, it became apparent that there are several problematic areas that were not foreseen at the time the ordinance was adopted.

I recently requested the Clerk's Office to research concerns regarding the ordinance, and in particular the impacts associated with the January 19 amendments. Attached is a summary of the deputy clerk's findings for your consideration. In summary, I have concerns with our ability to implement some of the new provisions in this ordinance for the 2010 heli-ski season, and I seek your direction for moving forward at this time.

FAA Road Speed Limit

Attached is an excerpt of the October 27, 2009 Assembly meeting minutes. This pertains to a temporarily-reduced speed limit on FAA Road behind the Fort. The 90 day speed limit reduction expired on January 26, 2010. The 20 mph speed limit sign will be replaced with a 25 mph sign, consistent with Assembly action. Bob Ward investigated alternative access referenced in the assembly's follow-up motion. The following is a pertinent excerpt from his November 10, 2009 report to the assembly:

Kathleen Drive Extension – While there is an upper Kathleen Drive off of FAA Road, and a lower Kathleen Drive off of Beach Road, there is no platted connection between the two. This proposed connection would bisect Highland Estates, owned by Roger Schnabel. The lower Kathleen Drive is now basically a driveway to the property owned by Daniel and Jami Hanson. Mr. Schnabel is willing to discuss this issue with the Borough. The Hansons would not be directly impacted, but would be somewhat influenced by this project. It was also pointed out that there is an eagle tree on Highland Estates just where the project would connect with the lower Kathleen Drive. This nest apparently has a camera mounted on it for viewing from the American Bald Eagle Foundation facilities. Questions were raised about the effectiveness of this project in actually reducing traffic on FAA Road. It would not necessarily provide a more convenient access to town from the growing residential areas on Mount Riley. (See attached letter) Still, at this point there does not appear to be any major impediments to proceeding with development discussions (with the potentially major exception of the eagle nest tree) as they pertain to the impacted property owners. (Attachment – Hanson Letter)

Smoke-Free Ordinance – Request for Modification

On 2/3, Brian Lemcke, Fogcutter Bar Owner, proposed changes to the voter-ratified smoke-free ordinance. State law prohibits modifying the ordinance for a period of two years.

Alaska Statute 29.26.190. Effect *(of voter initiative)*.

(a) The effect of an ordinance or resolution may not be modified or negated within two years after its effective date if adopted in an initiative election or if adopted after a petition that contains substantially the same measure has been filed.

(b) If an ordinance or resolution is repealed in a referendum election or by the governing body after a petition that contains substantially the same measure has been filed, substantially similar legislation may not be enacted by the governing body for a period of two years.

Haines Borough Code 2.68.110 Adoption by reference.

Initiatives, referendums and recalls shall be conducted as provided in AS 29.26.100 through 29.26.360.

Personnel

- **Employee Union Contract Negotiations**

I have been in communications with Tom Brice of Local 71 regarding the upcoming Collective Bargaining Agreement negotiations. I informed him of the Mayor's appointment to the Borough Team consisting of the Mayor, Vice-Mayor and Chair of the Personnel Committee Jerry Lapp, Finance Director Jila Stuart, and me. We have tentative plans to have a couple of meetings between March 1 and March 15.

- **Assessor Recruitment Update**

The Borough has received applications from eight individuals for the Assessor / Lands Manager position by the February 5, 2010 deadline, as well as one additional application after the deadline. We have reviewed the applicants, and have narrowed the list to two that we are scheduling for telephone interviews and background checks. The finalists are: Dave Lockrem of Nekoosa, WI and James Canary of Juneau, AK. Interviews are tentatively scheduled for the first week of March.

- **New Employee – Simon Ford, Police Officer**

I am pleased to announce that Simon Ford of Haines has been hired as a Police officer for the Borough. He will be attending police academy in Sitka starting this month for certification.

Legal Matters

- **Delta Western Uplands Lease Renewal** – We are currently having the property reappraised, as required by code, and terms of the lease are being negotiated. The document will come to the assembly, as soon as possible, for approval by non-code ordinance.
- **Folletti Sales Tax Issue** – The CFO and borough attorney are working together on this matter.
- **Chilkoot Lumber Company Litigation** – A 2/23/11 trial date has been set.
- **Crystal Cathedrals Acquisition** – We are currently in negotiations on a purchase and sales agreement that will come to the assembly for approval by resolution.



HAINES BOROUGH, ALASKA
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Office of the Clerk

Memo

Date: 2/10/10
To: Mark Earnest, Borough Manager
CC: Julie Cozzi, Borough Clerk
From: Jamie Heinz, Deputy Clerk
RE: Ordinance 09-12-220 Implementation

At your request I have researched the aspects of implementing this ordinance; following is a summary of my findings.

A first concern is the lack of a definition for an infraction. Section C.7. states that "a report to the Assembly in July will include verified permit infractions". In order to effectively administer this ordinance, definitions are needed as to what an infraction is (i.e. how far off a flight corridor, for how long, etc.). There is an approved map outlining helicopter-supported recreation areas and flight corridors. How wide is the line? How closely to the line will the pilots have to keep the helicopter in order to avoid an infraction? What reasons (i.e. fog, turbulence, etc.) will negate an 'infraction' if the pilot does have to fly outside of the approved area / flight corridor for a period of time? Section A.8. of the ordinance says that the "helicopter will maintain a minimum distance of one-half mile from wildlife", what would be an acceptable course of action for a goat seen in a flight path? At what point would we prefer for the pilots to be watching the ground and airspace rather than the GPS map to avoid infractions? Is it an 'infraction' on the part of an operator if a skier, who may not be aware of the boundaries, skis out of an approved area and can't hike back into the approved area for the helicopter to fly to pick them up?

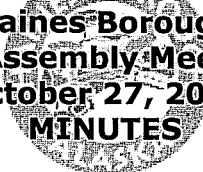
Concern has also been identified regarding the man hours that will be required to decipher the data. I spoke with Theresa Paquet with the Forest Service in Girdwood, where similar reporting requirements are in place with an operator and discovered that the Forest Service staff person tasked with deciphering the GPS data, was working about six hours a day to decipher the daily data making this very nearly a full time job. Theresa elaborated that this lengthy deciphering took place "for a few years until they came up to speed." Consideration should be given to the fact that the Haines Borough Administration will likely need similar timeframes for someone to get up to speed on the GPS units, the data a GPS unit provides, topographical maps and the software required to verify compliance. Due to the man hours required in the Girdwood application, hiring another borough staff person whose sole responsibility to decipher and track the data with regard to the maps will need to be

considered to implement this ordinance. Is the assembly willing to appropriate the money for this staff person to essentially create one annual report for them? Theresa Paquet also explained that in 2010 the Forest Service will be moving away from reading the daily data. Their operator will still be required to carry the GPS and download the data, but the Forest Service will only be conducting a "spot check."

On the topic of maps, the current Helicopter-supported Recreation Area map was created using our arcGIS software. It does not contain the coordinates for the boundary lines, nor does a map exist, that staff is aware of, that does. We are going to have to recreate our boundary lines on a map that does have coordinates, so we can compare the coordinates of our boundary lines and flight paths to the coordinates of the flight paths and landing and drop off points to determine infractions.

As for the GPS units themselves, I researched and discussed the requirements set forth in this ordinance with a Garmin representative and two products were recommended. The first unit is \$400, is equipped with a helical antenna which is better equipped to deal with the interference caused by the rotor blades of the helicopter and is much more accurate at logging the tracks, but can only log up to 20 saved tracks. This would require a daily data transfer. The other recommended unit is \$500, has a Micro SD Card slot that would allow much more data storage and the ability to transfer data bi-weekly, but is equipped with a patch antenna which is not as accurate at logging the tracks. So essentially, it needs to be decided whether we want to give up some accuracy to allow for less frequent data transfer, or if we want a more frequent data transfer so we can have more accurate logs. There is then the question of who is going to purchase the GPS units. If we mandate the operators to purchase specific units, they will likely only purchase as many as they need this year and then there is the potential that as the units malfunction or more helicopters are added in the future, our choice unit will become obsolete and no longer available, which will mean the person charged with deciphering data will have to learn the multiple data types the units provide and how to meld that data into what we choose for tracking. If on the other hand, the borough chooses to purchase the units, we will need to purchase several, to ensure we will always have enough working units for the number of helicopters the operators will have in the Borough on any given day. This is a moving target as the operators contract with companies and could potentially contract with multiple companies to provide as many helicopters and pilots as they need on any given day. We need to have enough GPS units to cover the best case scenario and a few extra to cover malfunctions. Included in the consideration of who is going to buy the units should be who is going to buy the batteries. Batteries will last for 16 hours, so who will be buying the rechargeable batteries and chargers? According to the Garmin representative, we also need to come up with where the unit will be within the helicopter. He said the worst place for a GPS unit to be is where the pilot sits. The antenna of a GPS unit needs to have as clear as possible sight of the sky for the best results. Are we going to mandate where the unit is in the helicopter?

The heli-ski season starts on Monday, February 15, and we are in need of answers to these questions in order to fully implement this ordinance, so we are seeking direction for proceeding.


Haines Borough
Borough Assembly Meeting #165
October 27, 2009
MINUTES

Present: Mayor Janice **HILL** (via teleconference), Deputy Mayor Jerry **LAPP**, and Assembly Members Joanne **WATERMAN**, Gary **LIDHOLM**, Norman **SMITH**, Scott **ROSSMAN** and Steve **VICK**.

Staff Present: Bob **WARD**/Interim Borough Manager, Julie **COZZI**/Borough Clerk, Jila **STUART**/Chief Fiscal Officer, Brad **MAYNARD**/Director of Public Facilities, and Gary **LOWE**/Chief of Police.

Visitors Present: Jessica **EDWARDS**/CVN, Bill and Libby **KURZ**, Janet **KURZ**, Don **TURNER III**, Dick **SOMERVILLE**/PND, Mr. **RASMUSSEN**/PND, Deborah **VOGT**, Dan **HARRINGTON**, Leonard **DUBBER**, Kevin **REEVES**, Marty **REMUND**, Ralph and Stacey **VIGILANTE**, Bill **ROSTAD**, John **WINGE**, Roger and Barbara **MAYNARD**, Danny **GONCE**, and others.

11. Other New Business

3. Lutak Road & FAA Road Speed Limits - Discussion Item

Regarding the FAA Road speed limit behind the Fort, **WARD** said there is some demand for speed limit consistency. He said there are three other residential roads posted at 15 mph: 1) Lynnview in one direction and 25 mph in the other; 2) Piedad Road is 15 mph; and 3) Helms Loop is 15 mph which is basically a one-lane gravel road. FAA Road is a nice straight stretch of road within standards for the road surface. It was not within the purview of the former manager to make the decision to decrease the speed limit. Also, it is a major thoroughfare, and he's not sure it warrants the 15 mph. He is going to proceed with changing the speed limit back to what it was. In the absence of another traffic study, he doesn't believe there is justification for any other action. It's a residential road, and most of the other roads in the Fort area are 25 mph.

Motion by **ROSSMAN**: Change the speed limit on the section of FAA Road behind the Fort to 20 mph as a compromise for 90 days. It was seconded by **VICK** for discussion.

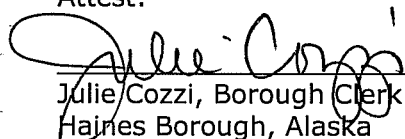
LIDHOLM agreed that consistency is important. **SMITH** said he lives there, and it was originally designated as an alley. It has been recently upgraded. The residents back out into the roadway. It contains elderly residents, a handicapped child, and is a national landmark. He would like the people who are disgruntled with the 15 mph speed limit to talk with the residents who signed the petition. He's the one who had the stop signs put in ten years ago. At that time, the road surface was upgraded to chipcoat. There is a lot of traffic along that road including garbage trucks, dump trucks, fire trucks, etc. He agreed that it is a thoroughfare. His suggestion is to make another access point for the residents of FAA road, possibly Kathleen Drive. There is borough property on Mt. Riley Road, and it is a growing area. He believes it will be a speedway during the peak of summer. The purpose of the reduced speed limit is to deter the speeders. There is a problem on the road in the spring and summer. The residents want it to be safe. He implored the assembly members to talk with the residents. It's only 1/10th of a mile long. He believes it's a neighborhood first and a roadway second. Until the access is changed to the upper end of FAA road, the speed limit should be at 15 mph.

VICK pointed out that people walk out their doors right into the roadway. **SMITH** said he has been observing people obeying the speed limit. **VICK** asked if it is possible to have a seasonal speed limit. **WARD** is unsure. **ROSSMAN** clarified that it is supposed to be 25 mph so the assembly would be technically lowering the speed limit if it passes this motion.

The motion carried 4-3 in a roll call vote with **WATERMAN**, **VICK**, and **SMITH** opposed and the mayor breaking the tie in the affirmative.

Motion by **SMITH**: Direct the interim manager to investigate the development of an alternative access road, for example Kathleen Drive, in order to alleviate potential traffic problems on FAA Road. It was seconded by **LAPP**. The motion carried unanimously.

Attest:


Julie Cozzi, Borough Clerk
Haines Borough, Alaska

January 2010 Haines Vol. Fire Dept. Monthly Report

FEB 09 2010

Clerk's Office

The Haines Vol. Fire Dept. had one fire callout in January. The call was for a mutual aid response for a chimney fire in Khelini VVFD district. We were recalled prior to arrival. The Haines Vol. Fire Dept. responded to 25 ambulance callouts in January. Calls included three falls, one with chest pain, one with back pain, a severe headache, one with stroke like symptoms, one recall, one standby for the Alcan snow machine race and 16 medivacs/transport. There were no SAR callouts in January.

The first joint meeting for January was our annual meeting/dinner. Chief Scott Bradford made a presentation on events of the preceding year and announced the Company officers for the year 2010 which are listed below:

Company	Engine	Fire	Ambulance
Captain	Danny Gonce	Greg Palmieri	Lucy Tate
1st Lt.	James Sage	Roy Josephson	Thom Andriesen
2nd Lt.	Larry Jurgeleit	Jeff Stout	Eliza Lende
3rd Lt.		Tim Walter	

A great meal was prepared by Chef Dick Haas and Chip Strong. A general note of thanks was given to all those that volunteer. The ambulance training was on medical & trauma skills checkoffs to prepare for our upcoming EMT 2/3 refresher. The fire training meeting practiced 3 different skills scenarios. One station involved the use of our 4 gas monitor, another was practicing buddy breathing and SCBA use, and the last station was starting all portable pumps, fans and other equipment.

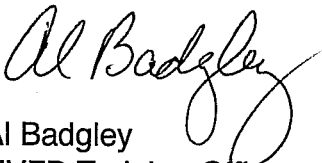
An injury prevention specialist from Sitka came and performed safety home inspections on seniors home in Haines & Klukwan. One interesting finding was that one resident, could not hear the smoke detector due to the high frequency and a talking smoke detector was installed. This program was well received in the community.

Volunteer Hours for January 2010

HVFD Fire	103	HVFD Ambulance	163	HVFD SAR	8
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Total volunteer hours HVFD for 2010	274 Hours
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Respectfully submitted,



Al Badgley
HVFD Training Officer

Haines Tourism Department Monthly Report for Manager

January 2010 Report

- * I purchased a Flip Camcorder for the Visitor Center in November. We also established a YouTube account. For the first trial run, I recorded the start of the Alcan 200 and uploaded it to YouTube. Thanks to the assistance of our web manager, James Alborough, we can now upload video as well as find other pertinent Haines videos and with a click of a button, post them to a new video page on our web site. We can also link the video on our Facebook page.
- * I have completed my budget outline and submitted it to the Borough Manager and CFO.
- * I attended the Yukon Fish and Game annual banquet January 23. Seven local businesses contributed to their silent auction items which gave Haines extra focus throughout their evening to the 300 attendees of the event. I arrived in Whitehorse the evening before and dropped off vacation planners to our distributor PR Services and met with tourism colleagues the afternoon before the banquet began.
- * I will be attending the LA Times Travel and Adventure Show in Los Angeles in conjunction of Haines' involvement with SATC in February. It is anticipated there will be approximately 35,000 people go through the trade show in two days. We have shipped 500 vacation planners to the show and confirmed their delivery. I will be taking a box of Haines DVDs to the show as well. SATC will partially reimburse me for travel expenses.
- * I am president of SATC. We have been working on a new booth display, arranging at least three travel writers to visit Southeast this summer, and putting together ads for *Sunset Magazine* and *Good Housekeeping*.
- * I participated in a teleconference with SATC on January 15 and the ATIA International Marketing Sub-Committee meeting January 20.
- * SATC has agreed to participate in a Bike Expo Show in Seattle with AMHS in March in which I volunteered to go as the organization will pay for hotel and airfare expenses. I will be submitting the travel authorization early February.
- * I have submitted travel authorizations for attending a Sustainable Tourism and Recreation work shop in Juneau February 23 – 25 and the WACVB Tourism Tech Summit in March.
- * A grant through SETrails is providing us with the opportunity to have a new kiosk set up outside the Visitor Center to provide trail information for visitors in addition to the other information currently provided on the old board still in place. I met with Steve Ritzinger to go over location and measurements for the SETrails contact Jesse Donner to move forward with any necessary permits.
- * Although the Haines Chamber will continue to assist with some of the organizing for the Yukon Trade Show in Whitehorse in May, participation in this show falls under the Visitor Center's umbrella. I submitted the registration form for a booth at this year's show.

- * Travel writer Ross Borden in which I met with at Alaska Media Roadshow last October, contacted me regarding a visit this spring to do winter stories about Haines but mostly featuring heli-skiing. Ross writes for the Matador and other on-line publications. Thompson and Co. (ATIA's PR company) is assisting him in making travel arrangements. At this time, he is scheduled to be in Haines around February 28 for five days.
- * It is unknown if the Scenic Byways Program will open up grant application opportunities in the first quarter of the year as has been done in the past. In preparation should this happen, I have done preliminary work for two applications: I have gathered costs for replacing interpretive panels in Fort Seward and creating an Interpretive Theme Plan for the entire Scenic Byway designation in Haines.
- * I've ordered 'Haines' ink pens for giveaways at trade shows and other such opportunities. It is a relatively inexpensive promotional item we can use at such events and in the Visitor Center.
- * The Alaska Marine Highway System contacted me about acquiring more royalty free photos as they are updating community galleries on their web site in the next few months. A disc of photos was created and mailed to them.
- * Haines advertising appeared in the following publications: *Alaska Magazine* February; *Sunset Magazine* February; Yukon News January 8 & 11; Alaska/Yukon Visitor Guide Last Great Road Trip and German version for the Condor in-flight magazine; Woodall's 2010 Campground Directory;
- * Haines advertising was scheduled for the following: 2011 Fairbanks Vacation Planner and enhanced listing on web site; *Alaska Magazine* March Haines Community page; Air North *In-Flight Magazine* February – April
- * We were running very low on Fort Seward Walking Tour Brochures. After reviewing budget, it was determined it would be best to make sure it came out of the current fiscal budget instead of the next. A quantity of 15,000 has been ordered for reprint. Delivery is expected any day.
- * The Tourism Advisory Board held a meeting on January 28.
- * Bulk mailings resulted in a total of 484 vacation planners being mailed for individual vacation requests.

* Tire traffic numbers and Visitor Statistics

	December	Total Vehicles for 08/09 To date(December)*
2009	924	30,010
2008	716	30,769
Variation	Up 208	Down 759

	January	Total Vehicles for 09/10 To date(January)*
2010		
2009		
Variation		

*Due to new procedures for obtaining border crossing figures, numbers are often not available until one to two months later.

Visitor Stats 09 & 10 To Date (January)		
	January	Total for year
2010	51	51
2009	42	42
Variation	Up 9	Up 9

Phone Inquiries 09 & 10 To Date (January)		
	January	Total for year
2010	78	78
2009	40	40
Variation	Up 38	Up 38