



Public Works Committee Agenda

Regular Meeting Wednesday October 19, 2011 – 6:30PM
City Shop Conference Room

MEMBERS

Jeff Sanders
Chair
Term Expires 12/2012

Frank Neitz
Vice-Chair
Term Expires 12/2013

Stanley Tundy Rodgers
Council Rep.
Term Expires 11/2011

Bill Schreiner
Committee Member
Term Expires 12/2013

Mike Salzbrun
Committee Member
Term Expires 12/2013

Jennifer Dobson
Committee Member
Term Expires 12/2014

VACANT
Committee Member
Term Expires

Chuck Willert
Ex-Officio Member

Cheryl Roberts
Secretary/Recorder

AGENDA

- I. CALL TO ORDER
- II. ROLL CALL
- III. PEOPLE TO BE HEARD – (15 Minute Limit)
- IV. APPROVAL OF MINUTES
 - A. Minutes from the previous regular meeting – September 21, 2011
- V. APPROVAL OF AGENDA
- VI. DIRECTOR'S REPORT
- VII. UNFINISHED BUSINESS
 - A. Discussion of Recycling Charge
 - B. Land Acquisition - North Side of Lagoon
- VIII. NEW BUSINESS
 - A. "Brief overview of requirements for owners of fuel tanks to achieve regulatory compliance." - Richard Olson
- IX. MEMBER COMMENTS
- X. ADJOURNMENT

City of Bethel, Alaska

Public Works Committee Minutes

September 21, 2011

Regular Meeting

Bethel, Alaska

CALL TO ORDER

Committee Member Chair Jeffery Sanders called the regular Public Works Committee Meeting of September 21, 2011 at the City Shop Conference Room, Bethel, Alaska.

ROLL CALL

Meeting called to order at 6:43pm.

Present: Jeff Sanders, Bill Schreiner, Mike Salzbrun, Jennifer Dobson
Excused absence(s): Frank Neitz, Stanley Rodgers
Unexcused absence(s): none

Also in attendance were the following:

Chuck Willert, Public Works Director
Cheryl Roberts, Public Works Admin, Recorder of Minutes

PEOPLE TO BE HEARD

None.

APPROVAL OF MINUTES

MOVED BY:	M.Salzburn	To approve the minutes of the regular meeting of August 17, 2011.
SECONDED BY:	B. Schreiner	

VOTE ON MOTION	Motion carried by unanimous voice vote.
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APPROVAL OF AGENDA

MOVED BY:	B.Schreiner	Motioned carried.
SECONDED BY:	M.Salzburn	
VOTE ON MOTION	Carried as amended.	

UNFINISHED BUSINESS

Item A — Steel at the Landfill — Update

Discussion ensued, no action taken.

NEW BUSINESS

Item A — Shop Floor — Discussion.

Discussion ensued, no action taken.

MEMBER COMMENTS

Mike Salzbrun – none.

Bill Shreiner – none.

Jeff – Ideas on Transit.

Jennifer - Asked and got clarification on the Non-Sewage issue from previous meetings. She also talked about Fluoride in the water.

ADJOURNMENT

MOVED BY:	M.Salzburn	To adjourn the meeting.
SECONDED BY:	J.Dobson	

VOTE ON MOTION	Motion carried by unanimous voice vote.
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With no further business before the Committee, the meeting adjourned at 7:58p.m.

APPROVED THIS __19th_ DAY OF October 2011.

Jeffrey Sanders, Chair

Cheryl Roberts
Recorder of Minutes

MEMORANDUM

DATE: October 4, 2011

TO: Lee Foley, City Manager

FROM: Chuck Willert, Public Works Director

SUBJECT: Manager's Report –

Programs/Divisions

Public Works Director:

We are really pleased with the effort Alaska Logistics and the City of Bethel has put into getting out the excessive amount of cars, trucks, heavy equipment, and all of the loose steel built up in the landfill since its beginning. We are hoping to remove all the vehicles and all other loose steel next year with Alaska Logistics. I would then let Alaska Logistics base out of the landfill to remove all other vehicles in their various locations just so they don't end up at the landfill again putting us in the same situation that we seem to be getting out of now.

We have inherited a double walled 1500 gallon fuel tank from the National Guard and will get it inspected, painted, and changed out at the Court House. Their tank is too small and this tank will serve the purpose well after we change them out. We have had \$22,000.00 budgeted in the past for a new tank so this is a great savings to the City of Bethel and we appreciate the tank!!

Utility Maintenance:

We started lagoon discharge on 9/20/11, also moved water and sewer line to the property line at the new ASHA shop site, installed new water service and sewer service for the new AVCP office, have been painting and numbering fire hydrant boxes

Land Fill:

The landfill has been really busy as of late. We have made a contract with Alaska Logistics to remove cars and steel. They have

removed 191 cars, 2 graders, 1 crane, 1 dump truck and a bunch of loose steel which came to a whopping 600 tons of steel. They are trying to bring another barge in this month but we will see with the low water levels. Even if they can't come again this fall, they have opened up a lot of space in the middle of the landfill which we are really happy about. Were hoping they do really well with the steel, they will come back and get the rest of the steel that's left next summer.

One thing the landfill operators would like to see is another piece of property to put cars on in the future so we don't fill up the landfill again with steel.

Hauled Utilities:

The City Shop was vandalized again on the night of Sept. 27th. There were derogatory words towards the utility foreman glued to the shop door, the side of the building, and spray painted on dumpsters in front of the shop and by his house. There were also 5 obscene voice messages left on the phone system in the water and sewer department. These slanderous and sick attacks of vandalism have been going on for over 4 years and have left several employees uneasy and an unsafe feeling when entering an empty building early in the morning. Administration, Police, and the Union have been aware of the situation since it started but to our knowledge nothing has been done to prevent it or find out who has been doing it. Finding out who is leaving all these obscene voice messages or catching the vandal on video equipment has been requested but to our knowledge not initialized. This is a work safety issue and even employees who work in the hauled utility department have the right to work in a harassment free environment. This is an ongoing problem that is escalating and many of us in this department do not think it is funny but rather potentially dangerous.

Property Maintenance:

Basically we have been getting everything ready before the weather turns cold on us. All of our buildings are being looked at. We have doing annual maintenance to our heating systems throughout all our

buildings. We have added more L.E.D. lighting above the man doors at the City Shop. This should help reduce electrical costs once we get the rest of the building done. We have been cutting willows down around our buildings to reduce vandalism. Stairs have been replaced or repaired in some areas.

I have been working with the State and the contractor for the Court House remodel. It is moving along real well. Some work was done out on the new cemetery to try and keep it in line so that there is some uniform order to keep good record keeping.

One employee attended a forty hour Haz-mat class and one is back from moose hunting. We are back up to full staff. We had a budget update and it looks like we are running at the same pace that is expected, not over extended in any areas. Thank you.

Road Maintenance:

Streets and Roads, Has been laying gravel throughout Bethel, and subdivisions in Bethel. We, been doing intersections, corners, and rough spots, on Bethel streets, with gavel, so the roads will hold up better this winter, and be smother to drive on.

Streets and Roads replaced a few problems culverts in Kasayuli Subdivision, one that cross Noel Polty Blvd. by 5408 was one that we would have to keep a close eye on in the spring, because, it would like to wash out the road there.

Streets and Roads has hauled in most of our sand that we used to mix salt sand for the sander, that we use on the roads when it is ices this winter. We will start mixing the sand with salt as soon as we get the salt from Northland.

Streets and Roads help out with hauling the cars, trucks, and the steel out of the landfill down to the docks, so that Alaska Logistics will have a barge load of steel when they left Bethel. This helped us out by getting rid of some of the vehicles and steel out of the landfill, so that we will have more room in the landfill for trash.

Streets and Road had to go back to 242 Napakiak Drive in City Sub., and fill in the lot with sand, and cover in where a sewer spill took place last winter. I hope this took care of the problem that the home

owner was having with it.

Streets and Roads hauled in top soil and a few loads of gravel to the Veterans Cemetery, on the parking lot, and also around the signs.

This will make it look better, and also keep it from washing out.

Streets and Roads also hauled out three abandoned vehicles that, was burned in BIA sand pit to the landfill. They were eye sore, and the kids, was playing in them with broking grass they were a hazard.

Vehicles and Equipment:

We had a busy month, working on trucks.

Transit System:

For the Month of September, Bethel Transit System transported a total of 2618 passengers. 119 of these had a disability and approximately 598 were elders. The cash fares totaled \$3292.00 and total passes used equaled \$920.00.

The Transit System is now giving "change" in the form of "Trip Passes". We have always said the passengers must have exact change, but we were running into small problems by requiring that. Passengers wanted us to wait at a later stop while they ran in somewhere to get change, which sometimes would put the buses behind schedule or they wanted the Transit System to "owe" them a ride. Since we didn't want to discourage a potential fare/passenger, we now offer to give them "change" in the form of \$1.00 & \$2.00 Trip passes. The drivers still don't handle money as the passenger drops the money into the fare drop box. In the first 5 days of this practice, we collected an additional \$87.00. Not only does it increase our revenue, but it may increase ridership!

We are now parking inside on the V&E side of the shop most nights. The drivers appreciate not having to let the buses warm up so long in the mornings, as well as it makes checking the fluids easier because of not being out in the wind, rain, etc.

More & more passengers are using the Bethel Transit System as a way to get to work. I'm starting to see an interest in purchasing our Monthly Passes. I'm going to be doing more to get the word out about them.

We now have an "On Call" person on staff. This means I'll be able to

be in the office more and it will cut down on overtime.

Staffing Issues/Concerns/Training:

Hauled Utilities has 2 vacant positions
Streets and Roads had one of their driver/operators turn in his 2 week notice.

Budget/Financial:

We will have budget expenditures in next month's report.



http://www.epa.gov/region5oil/plan/spcc.html
Last updated on Thursday, October 02, 2008

Region 5 Superfund (SF)

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Spill Prevention, Control and Countermeasure Plans (SPCC)

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- [What if I have a farm?](#)
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Report Spills!

(800) 424-8802
24-Hour Phone
National Response
Center

(312) 353-2318
24-Hour Phone
U.S. EPA Region 5

Introduction

An SPCC plan must be prepared by all facilities subject to regulation.¹ This plan is to help prevent any discharge of oil into navigable waters or adjoining shorelines. The main thrust of the SPCC regulation is **prevention** as opposed to after-the-fact reactive measures commonly described in Oil Spill Contingency Plans.

SPCC Compliance Assistance Guide

[Spill Prevention, Control, and Countermeasure \(SPCC\) Regulation \(40 CFR 112\) \(PDF\)](#) (8 pp, 391K [About PDF](#))

Who is regulated by the SPCC regulations?

Before a facility is subject to the SPCC rule, it must meet three criteria:

1. it must be non-transportation-related;
2. it must have an aggregate aboveground storage capacity greater than 1,320 gallons or a completely buried storage capacity greater than 42,000 gallons; and
3. there must be a reasonable expectation of a discharge into or upon navigable waters of the United States or adjoining shorelines.

Who prepares the SPCC plan?

Preparation of the SPCC Plan is the responsibility of the facility owner or operator, or it can be prepared by an engineer or consultant but it must be certified by a registered Professional Engineer (PE). By certifying the SPCC Plan, the Professional Engineer, having examined the

facility, attests that:

1. (s)he is familiar with the requirements of Part 112;
2. the engineer or their agent has visited and examined the facility;
3. the Plan has been prepared in accordance with good engineering practices, including consideration of applicable industry standards, and with the requirements of Part 112;
4. procedures for required inspections and testing have been established; and
5. the Plan is adequate for the facility.

Please note that if your facility stores less than 10,000 gallons of oil, you may qualify to self-certify your SPCC Plan. For further information please visit <http://www.epa.gov/oilspill/SPCCFactsheetQualFacDec06.htm>

What is a non-transportation related facility?

These facilities (including all equipment and appurtenances) may include, but are not limited to:

- Fixed onshore and offshore oil well drilling facilities;
- Mobile onshore and offshore oil well drilling platforms, barges, trucks or other mobile facilities;
- Fixed onshore and offshore oil production structures, platforms, derricks and rigs;
- Mobile onshore and offshore oil production facilities;
- Oil refining or storage facilities;
- Industrial, commercial, agricultural, or public facilities that use, store, drill for, produce, gather, process, refine or consume oil or oil products;
- Certain waste treatment facilities;
- Loading areas/racks, transfer hoses, loading arms and other equipment that are appurtenant to a non-transportation related facility;
- Highway vehicles and railroad cars used to transport oil exclusively within the confines of a non-transportation related facility; and
- Pipeline systems used to transport oil exclusively within the confines of a non-transportation related facility.

What is considered as oil storage capacity?

Oil storage includes all containers storing oil at a facility which are equal to or greater than 55 gallons. The **capacity** of the containers (maximum or shell capacity) must be considered and **not** the actual amount of product stored in the container. Oil storage containers include, but are not limited to,

- tanks,
- containers,
- drums,
- transformers,
- oil-filled electrical equipment (e.g., hydraulic systems, lubricating systems, machining cooling systems, circuit breakers)
- mobile or portable totes.

A facility may be subject to SPCC regulations if they have at least one of the following oil storage capacities:

- If a facility has a total aboveground oil storage capacity greater than 1,320 gallons;
- or**
- If a facility has a total underground oil storage capacity of greater than 42,000 gallons.

Under the SPCC regulations, oil is defined as

"oil of any kind or in any form including, but not limited to, petroleum, fuel oil, sludge, oil refuse and oil mixed with wastes other than dredged spoil and oily mixtures."

This also includes non-petroleum oils, synthetic oils, animal fats, oils and greases, and vegetable oils.

How do I determine if my facility could reasonably discharge oil into or upon navigable waters or adjoining shorelines?

This determination is based upon a consideration of the geographical and locational aspects of the facility. The location of the facility must be considered in relation to streams, ponds and ditches (perennial or intermittent), storm or sanitary sewers, wetlands, mudflats, sandflats or farm tile drains. The distance to navigable waters, volume of material stored, worst case weather conditions, drainage patterns, land contours, soil conditions, etc., must also be taken into account. Further, according to the regulation, this determination shall **not** include consideration of man-made features such as dikes, equipment or other structures (like levees) that may serve to restrain, hinder, contain or prevent an oil discharge.

What do I have to do now?

Facilities that meet the three criteria (non-transportation related facility, have sufficient storage capacity, and could reasonably discharge to navigable waters or adjoining shorelines) **must** comply with the SPCC regulations. The SPCC regulations require the facility owner/operator to prepare and implement an SPCC plan for their facility. This plan must be well thought out and prepared in accordance with good engineering practices.

New definitions

- Farm
- Mobile refueler
- Motive Power Container
- Oil-filled Operational Equipment
- Permanently closed tank
- Active containment measures

Who should I contact if I want more information?

If you have questions regarding the U.S. EPA, Region 5 Oil Prevention Program, please contact:

[Dr. Barbara Carr](mailto:carr.barbara@epa.gov) (carr.barbara@epa.gov) or call (312) 886-7187 for more information

¹ The U.S. EPA's Oil Pollution Prevention Regulation was published in the Federal Register on December 11, 1973 and was promulgated under Section 311(j)(1)(C) of the Clean Water Act. It was amended by the Oil Pollution Act of 1990.