

GLEN ALPS ROAD SERVICE AREA

Thursday, Jan 20, 2011
7:00 pm
Bear Valley School

MINUTES

I. Call to Order: 7:04 pm

II. Roll Call

Board Present:

Daniel Constantine, Chairman
Joe Connolly, Alternate Chair
Judy Burtner, Treasurer
Shelly Martin, Recording Secretary
Marc Rodman, Project Chair

Contractor Present:

Carl Luchsinger, Alaska Pollution Control

Guests:

Joshua Cross, Lounsbury & Associates, Inc.
Todd Jacobson, The Boutet Company

Residents Present:

Mark Mitchell, Talisman Road
David Doolen, Echo Canyon Rd
Tim Connolly, Canyon Rd

III. Approval of September Meeting Minutes - Marc Rodman motioned for approval as written; Joe Connolly seconded the motion. Minutes were approved as written.

IV. Chair Report

- Status of fall contractor work:
 - o Grading on Marissa was completed
 - o Bills for September & October were 6k and 7k respectively. There was a fair amount of snow & ice in November, and Dec was a typical month.
 - o Statement was made that it seems like a lot of sand was used in Nov/Dec which is good for safety but it seems to all go in the neighborhoods. Marc Rodman stated he usually requests sand when the weather is bad and Joe Connolly added he received 7 or 8 calls for sand in different areas. Daniel said the Board has asked Carl to keep the entire service area sanded rather than spread it over just one section. If one area needs it, typically other areas do too.

V. Old Business - Daniel we adjust the agenda a little and go ahead and talk about the Toilsome/Glen Alps and Canyon Road Improvements Project and go over the Treasurer's Report after the update so we can spend the bulk of the meeting talking about this important and timely project. With the rest of the Board's approval, Josh Cross of Lounsbury & Associates and Todd Jacobson of The Boutet Company proceeded with an update on this project.

- Josh first asked if the Board had had a chance to talk with any residents to get their feedback on the options we would be voting on tonight, and all Board members present responded no.
- Josh then stated the Bureau of Indian Affairs (BIA) has assigned someone to our case and he is moving pretty fast. He's familiar with this project and knows what needs to be done. This is a positive for GARSA.
- The Tabbytite heirs are evaluating how best to develop their lands. They are considering different options, some of which may affect the ROW negotiations and project schedule. One of the options that we are aware they may be considering is dividing the property into equal shares among the heirs
- Lounsbury & Associates received the draft appraisals about a month ago and used those figures to update their estimates. They are now bringing the options to the board to decide. Josh advised the Board that we should be looking at not only the cost of the project options, but also the time it would take to complete them.
- It could be 3-4 years before we begin construction on the realignment option, but the alternative option - paving the existing road - isn't flawed and we could have it ready to go this summer.
- During the last project meeting, the Board and Lounsbury and Associates put together a list of advantages and disadvantages to help make the decision (see Attachment 1).
- As a resident of the area, Carl Luchsinger would like to see us pave the existing road, and do it quickly. Joe asked if Mr. Larsen was aware of how this option would affect his trees, and Josh said during his last conversation with Mr. Larsen, he walked away stating that both alternatives were OK with him.
- Josh stated he talked with their consultant (Vivian) and asked if the Board could vote with a caveat stating if we can get a timeline from BIA our vote could be deferred to the realignment choice. Todd Jacobson stated the feds are not going to give us special consideration as far as providing a timeline and others in attendance agreed with that assessment. Without a formal vote, the overall

consensus was to pave the existing road which was the original scope of the project anyway.

- Resident Tim Connolly asked if there was an accounting for what has been spent so far and the response was that we have approx \$1.2-1.3M left from the original funding, then we received an additional \$2.5M so we have more than enough to do either project.
- Daniel stated he was in favor of keeping the road where it is and had two reasons why he felt that way:
 1. When we received the initial funding of \$2.5M, there was a lot of discussion on how to spend it. Daniel wanted to spend all the money on the Toilsome/Glen Alps side because he felt it would be the best bang for the buck. He said he would like to stay within the initial funding budget for this project, and then address issues on Canyon Road with the subsequent funding.
 2. Daniel feels to have good credibility with the legislature, municipality, and residents, he feels we need to get something accomplished soon.
- Joe Connolly echoed Daniel's statement above.
- Judy moved that the Board approve the project to pave the existing road and Marc seconded the motion.
- Before the Board passed this motion, Todd Jacobson stated he wanted to make a comment that neither he nor Josh can promise that this can be done this year just because we are dealing with residents which always leads to unknown issues. Daniel stated he can appreciate that this isn't a for sure thing but would like to start moving forward with this project.
- Another question asked was what weight the Board's vote has on this decision because in the past our decisions have to be approved by someone else at the Municipality. Todd Jacobson responded that this project is unique and our area Assembly member at the time, Jennifer Johnston, got involved so the Municipality does not have a lot of say. He stated that 100% of what Lounsbury & Associates would be instructed to do would be based on the GARS Board's decision. Josh reiterated that the GARS Board was his client, not the Municipality.
- The Board then voted unanimously to pave the existing road.
- On a closing note, Todd Jacobson stated he was the Chairman of a group called Anchorage Tomorrow which is addressing the issue of the support for or against general obligation bonds. There will be another road and drainage bond, parks bond and transportation bond on this April's ballot. All of the GARS Board members live outside the Anchorage Roads and Drainage Service Area (ARDSA), but we can still vote on these bonds but

yet won't pay for them because we have our own service area. Typically those who don't pay for the bonds vote against it. He asked the board if we thought people just don't understand that they wouldn't be paying for them and the meeting attendees said yes, they don't understand. It was suggested that Anchorage Tomorrow create and distribute a flyer to try to educate everyone.

VI. Treasurer's Report

- **Fund balance:** \$64,029 with a possibility of \$19,000 more to be added from 2010.
- **Emergency Fund Balance:** \$62,804
- **Capital Budget:** \$80,000. There was some discussion about holding back some of the capital fund dollars to do some work on Canyon Rd.
- **Contractor Bills Paid:**
 - **Sep** - \$ 6,112.64
 - **Oct** - \$ 7,070.86
 - **Nov** - \$26,631.84
 - **Dec** - \$16,077.24
- Judy stated that Maury Robinson asked the GARS Board to decide this month what to withdraw from the fund balance for any projects we had in mind, so she asked if we want to take some money out to finish the Cox road project. Carl estimated we would need \$64K to finish. Daniel said if we were only going to spend around \$60K we don't need to take it out of our fund balance. He reminded the Board that the assembly would have to vote on a request to get anything out of our fund balance which could take some time to process. We have enough money now in the capital budget to cover anything, but it wouldn't hurt to request a little more as a cushion. There is approximately \$83K in our Fund balance to draw from, but Judy recommends we take only 50-60K out. Marc agreed with Judy stating we do have a couple of projects we need to do this summer. Daniel stated this would only leave us about \$30K for emergencies. Some of the known projects include:
 - Completion of Cox road
 - Repairing some heat tape on Patrick
 - Marc stated we have been told by the municipality to control the water that is coming off of Toilsome. Daniel stated he has not heard anything about this issue, and Marc said Maury contacted him last year (2010) and had a discussion about the city being sued by a resident because of water damage and now we are being held responsible because our road service area is higher up the hill. This seems to have come about after Sultana was redone and a culvert added. Someone commented that we should receive something more formal from Maury before we do anything, and Marc commented

that Maury seemed anxious to get something done. Someone said to request a letter from the Municipality about the issue, but Joe said to just wait until they formally request something from us. Since we don't have a letter yet it was suggested we table this issue until our April Meeting. In the meantime Marc will talk to Maury to get more specifics about the issue.

- There was a motion to request money from the fund balance. Daniel wanted the Board to understand that even though we are requesting this money, he does not have the expectation that we are going to spend it all.
- Marc moved that we request \$40K be moved from the fund balance to capital. Judy seconded the motion and the Board voted unanimously in favor of the motion.
- The Board also needed to vote on the current mill rate of 2.75. If we want to continue to do the same amount of capital projects as in past years then we need to request a mill rate of 2.75.
- Marc made a motion that we keep our mill rate at 2.75; Joe seconded the motion and the Board voted unanimously in favor of the motion.

VII. New Business

- Upper Spendlove is glaciating so the contractor will work on solving that issue
- Culverts were plugged above Proctor's old driveway on Canyon road
- Bob Day called and requested that Jeannie road between Talisman and Huffman be maintained for the rest of this winter; however, this is a private access road. Carl asked which part of Jeannie Mr. Day wanted maintained but no one knew. Carl said he could keep the southerly portion open with a pickup truck, but said the state is going to be ditching upper Huffman this spring/summer which will go right through Jeannie making it inaccessible from that side. It was decided that the Board is not going to do anything since the Municipality has specifically told us to not maintain it. Unless the Municipality tells us otherwise, we are going to leave it alone. NOTE: Mr. Day was not present at the GARS Board Meeting.
- No parking signs - Judy wants no parking fire lane on one side, and then put no parking when it snow signs on the other side. The Board stated we just spent years trying to keep them from parking up there at all, so we don't want to change a thing. Judy stated she wasn't at the Sept meeting where the parking issue was talked about at length, so she just wanted her opinion heard.
- There are two open Board seats (A & B) so if anyone is interested in filling those seats they are asked to contact

the city clerk's office to get on the ballot for the April 5th election. More information is available at www.muni.org.

- The heat tape on Patrick Road has failed. It was installed in 2005, and runs from Hillside Dr to the last driveway before Michael. The contractor thinks the culvert might be the problem. An immediate fix is to reinstall the heat tape which is about \$5k, and then go back in this summer to find out where the bad spot is (for the culvert) and replace that. Total project should be under \$10k. It is not a significant burden to start work this winter and then complete in the summer. It is less costly than to let it glaciata and have safety issues. The challenge is all of the utilities on Patrick. The Board asked the contractor to have a bid for the culvert portion of the project by the April meeting. Judy made a motion to replace the heat tape under Patrick road to alleviate the immediate issue of glaciating and Marc seconded the motion. The board voted in favor of having the contractor make an immediate fix to Patrick
- Mark Mitchell who resides on Talisman (from Patrick) wanted to follow up on the chip seal issue discussed at the September Board meeting. Mr. Mitchell believes there is some misconception among the residents on Patrick about what this project will entail and asked for the Board's help in relaying the scope of the chip seal project. Daniel said it would be a good idea to have a written explanation of the project. Carl stated that Hank Wilson was the original surveyor and recommended we hire him to work on this issue. There was a consensus from residents for the chip seal if the road stayed where it was, however, there needs to be some drainage which could affect people's property and that is what they object to. It was suggested that we circulate a project description and have an informal gathering for residents to ask questions, etc. Carl suggested the best approach may be to have Mr. Wilson and Mr. Mitchell go door to door and explain the issue one-on-one with the residents. Carl will contact Mr. Wilson and have a discussion between the three of them to see if he's even interested in this project and how much he'd charge. Daniel requested a motion to allocate some funds now so we can proceed with the project in April. The project would include Cardinal residents as well. Marc made a motion that the Board allocate funding for Mr. Wilson to put together a project description which would not exceed \$1k and then do an e-mail to approve if further funding is needed. Joe seconded the motion and the Board unanimously voted in favor of the funding.
- The bottom of Echo Canyon is icing over and needs some work there. Daniel asked if the project person (Marc) could check that out.

VIII. Next Meeting Announcement - April 21, 2011
7:00 pm
Bear Valley School

IX. Adjournment 8:50 pm

Toilsome Hill/Glen Alps Road and Canyon Road Improvement

Realign Glen Alps Road	Cost: \$1.66 million
<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none"> • Less traffic disruption during construction • Addresses road/curve safety • Less length of road to maintain • Reduces future driveways • Improves road grades 	<ul style="list-style-type: none"> • Unknown/uncertain schedule with BIA involvement • Requires environmental permitting • Higher cost

Pave Existing Glen Alps Road	Cost: \$1.24 million
<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none"> • Lower cost • Shorter schedule • Right-of-Way acquisition more defensible • Smaller footprint/less disturbance • Does not require ROW from Tabbytite/BIA 	<ul style="list-style-type: none"> • Relatively more length of road to maintain • Does not address curve/safety • Does not address road grades