

TRUNK ROAD EXTENSION SOUTH

COMMUNITY MEETING

Pages 1-43, inclusive

Commencing at 6:30 p.m.

May 20, 2009

Evangelos Restaurant

Mile 40, Parks Highway

Wasilla, Alaska

FACILITATOR

Anne Brooks, Brooks & Associates

1 * * * *

2 MS. BROOKS: Are we ready to move the report
3 around the tables? Are we ready to do that?

4 All right. So if you have a seat. Well, what
5 we're going to do is, we're going to do a traveling
6 microphone here and we're going table to table to
7 let you give us some feedback.

8 We do have a comment early on when we -- when we
9 started this workshop, there's still some confusion
10 about what we're looking for from you. And I think
11 Tom -- Tom emphasized the need to identify a
12 corridor that would satisfy the aspirations of the
13 long-range transportation plan.

14 But I think everyone also recognizes there's an
15 immediate need or a short-term need. So when you
16 tell us what you discussed and what you think, do
17 think about that.

18 I'm going to grab the portable mic, make sure
19 it's working and we'll start our way around. Thank
20 you.

21 Can you hear me? Two rules with the microphone:
22 You want to hold it up really close to your mouth so
23 that everyone can hear what you have to say.

24 Is there someone here who wants to be a
25 spokesperson for the group or speak to? Frank's

1 going to do his thing.

2 AUDIENCE MEMBER: I guess my confusion is the
3 lack of coordination between the Alaska Railroad,
4 the Borough and the Department of Transportation, in
5 creating one giant transportation corridor instead
6 of three different corridors throughout this area.

7 It would seem that it would reduce the overall
8 cost to about a third, reduce taxpayer frustration,
9 reduce property, you know, destruction and preserve
10 a lot of the view and things of that nature, in the
11 area.

12 So I'm not sure why representatives from the
13 Department of Transportation and the Alaska Railroad
14 aren't here at this meeting to address some of these
15 issues, because everything is so intertwined with
16 one another. I don't know why, if they had
17 identified it, they're not showing up or why they
18 (indiscernible) to hear some of the public comments
19 in regard to this whole issue.

20 And when Tom was at our table, we talked about,
21 you know, the proposed railroad alignment: Why not
22 just run this Seward Meridian extension right next
23 to the proposed Alaska Railroad alignment and solve
24 a tremendous amount of all of these issues already
25 and put them into the existing Seward Meridian

4	<p>1 extension that's already there?</p> <p>2 MS. BROOKS: So we have to move the mic with our</p> <p>3 heads. Okay?</p> <p>4 Any other comments at this table? All right.</p> <p>5 Let's go over here. Is there a spokesperson,</p> <p>6 somebody who wants to speak here?</p> <p>7 AUDIENCE MEMBER: I'll just add to what Tom and</p> <p>8 I talked about is, I was a little bit confused on</p> <p>9 these in that I thought initially, in the meeting we</p> <p>10 had back in January in the first papers that came</p> <p>11 out, we were looking at how do you solve the</p> <p>12 immediate problem of getting school buses and</p> <p>13 residents in and out of that area. Whereas, now it</p> <p>14 appears to be that we're addressing long-term, 2025</p> <p>15 issues.</p> <p>16 And to me, I think the Borough needs to come out</p> <p>17 and define what are we trying to resolve initially</p> <p>18 and is that to get a corridor into that school to</p> <p>19 where you have some other route for the buses and</p> <p>20 the students, other than the current one.</p> <p>21 MS. BROOKS: We'll just jump around, so nobody</p> <p>22 knows when they're going to be up next. Let's see,</p> <p>23 let's move back to this table in the back.</p> <p>24 Somebody wants to speak?</p> <p>25 AUDIENCE MEMBER: At this point my biggest</p>	6	<p>1 That's all Railroad right of way.</p> <p>2 Now the Railroad's going to come along in a</p> <p>3 couple years and close it. I vote: Give us that</p> <p>4 \$75,000 back plus interest over that time and we</p> <p>5 won't say a word. But in the meantime, the Borough</p> <p>6 wants to widen or improve Abby by paving it. For</p> <p>7 what? They're going to close the damn thing.</p> <p>8 MS. BROOKS: Thank you.</p> <p>9 Anyone else at this table? We'll move back</p> <p>10 here.</p> <p>11 MR. RANDY DELLAR: Thank you. I'm just going to</p> <p>12 go down, Tom's got his questions on how to address</p> <p>13 the situation, written up there. Near-term</p> <p>14 solution: Right now there's been conversation as to</p> <p>15 access to the school. I understand it isn't ideal,</p> <p>16 but we do have access to the school and we decided</p> <p>17 to move forward opening that school based on the</p> <p>18 current access off of the existing Nelson Road and</p> <p>19 the Glenn Highway.</p> <p>20 The question of addressing access to the school,</p> <p>21 as many of us know in this room, should have been</p> <p>22 addressed two years ago. We shouldn't be sitting</p> <p>23 here tonight addressing it.</p> <p>24 So to really tie what challenges and what we're</p> <p>25 trying to discuss here tonight with road access and</p>
5	<p>1 concern is the east -- what's it called? -- with</p> <p>2 Nelson Road East. I live on Timothy Lane. And so</p> <p>3 my biggest concern is I bought a house that wasn't</p> <p>4 on the main road. And if Nelson Road East goes</p> <p>5 through, which really appears to be one of the</p> <p>6 cheaper routes, I'm suddenly on a main road. Which</p> <p>7 I really think would make me want to move.</p> <p>8 So I think for -- you know, you're looking at</p> <p>9 long-term/short-term, really the long-term goal that</p> <p>10 I think should be reached is probably Trunk Road.</p> <p>11 It goes to the school; it accesses the subdivision;</p> <p>12 it does everything that it needs to do right now.</p> <p>13 It can tie into the long-term, later.</p> <p>14 I don't know, I guess I'm mostly worried about</p> <p>15 everybody (indiscernible) -- but it really -- it's</p> <p>16 really a frustrating thing. The last meeting we had</p> <p>17 about this railroad stuff, I didn't know that Abby</p> <p>18 was going to close. But if the plan goes through,</p> <p>19 that will, so that's --</p> <p>20 AUDIENCE MEMBER: It's me again from RSA14. I</p> <p>21 don't have a real problem with the Nelson Road East,</p> <p>22 but what the Borough and the Railroad is doing to</p> <p>23 this RSA is a travesty. We just spent in excess of</p> <p>24 \$75,000, which we cannot afford to do, to pave</p> <p>25 80 feet on both sides of the new Abby Road crossing.</p>	7	<p>1 tying that into the school, we do have access to the</p> <p>2 school; unfortunately it's not the best access.</p> <p>3 Near-term fixes: I think in order of priority</p> <p>4 as money becomes available, one of the first things</p> <p>5 the Borough staff needs to concentrate on is</p> <p>6 building the Trunk Road South extension first. I</p> <p>7 would be a proponent of the four-way intersections.</p> <p>8 And I think that's what we should move forward with.</p> <p>9 That addresses the most immediate need of a --</p> <p>10 of a real viable access to our school. It addresses</p> <p>11 the immediate need of traffic flow from the Ranch</p> <p>12 subdivision in its current state, of accessing the</p> <p>13 Parks Highway. Until the subdivisions grow to a</p> <p>14 demonstrated size, there's really -- there's really</p> <p>15 no need to focus on the west end right now. Trunk</p> <p>16 Road South extension will solve the access issues</p> <p>17 for the school and for traffic flow in and out of</p> <p>18 those subdivisions, especially in our current</p> <p>19 economic environment, for the foreseeable future.</p> <p>20 Long-range transportation planning involving</p> <p>21 the, (indiscernible) corridor: Those of you who</p> <p>22 were present at the last public comment meeting,</p> <p>23 there was a traffic flow -- traffic flow numbers</p> <p>24 were presented with a projected growth in our area.</p> <p>25 The numbers from the east along Fairview Loop,</p>

<p style="text-align: right;">8</p> <p>1 coming from the KGB area, were projected to be 2 around 8200 cars per day. The projected numbers 3 from the new subdivisions were 3200 cars per day. 4 If you look at the alternative of extending 5 Nelson Road over to Fairview Loop by Linlu Lane in 6 anticipation of Seward Meridian coming down in the 7 future, tying in to one intersection, going up to 8 the -- to the interchange at the Parks Highway with 9 Seward Meridian, what you've done is created a 10 congestion point of over 11,000 cars, 12,000 cars 11 per day in the future. 12 You're giving everybody from the new developing 13 high-density neighborhood subdivisions and everybody 14 from the traffic flow from KGB coming across that 15 corridor, you've given them one intersection to 16 access the highway, one interchange, already a very 17 challenged, busy interchange. We have one of the 18 busiest commercial corridors in the valley with our 19 Wal-Mart there; it's the third busiest Wal-Mart, if 20 I got my facts straight, in the nation. 21 And now we're going to make that into a -- at 22 least a major collector, if not a minor arterial, to 23 funnel traffic up to the highway. And we've already 24 got traffic converging from every direction in the 25 valley to that Wal-Mart.</p>	<p style="text-align: right;">10</p> <p>1 subdivision, that's what's on their preliminary 2 plat; that's what they want to build. Let's move 3 forward and build it. That's what we need to build. 4 One last comment that I'd like to make. I got a 5 couple quick questions for Tom. The numbers we're 6 seeing tonight, we got the cost alternative 7 comparison table. Those numbers that we're seeing 8 on these alternatives tonight, are those the numbers 9 that are going to go forward to the decision-makers? 10 We're going to go to transportation advisory 11 board; they are going to forward a recommendation to 12 the commission, the planning commission. Planning 13 commission is going to forward a recommendation to 14 the assembly. The numbers we're seeing tonight, are 15 those the numbers that are going to be presented to 16 the decision-makers and make their decisions? 17 MR. ADAMS: No. To the -- some of the estimates 18 that we have for the east end are the ones that 19 we've been focusing on since -- since last year's 20 decision to stray away from the -- excuse me -- on 21 the -- on the west end, we've been focusing on 22 there. Some of those estimates on the 23 (indiscernible) need to be revisited and updated. 24 We have been focusing on the west end alternatives. 25 I feel fairly confident in those numbers.</p>
<p style="text-align: right;">9</p> <p>1 One of the things I propose in the future as 2 we're planning this road -- this road 3 infrastructure -- just give me a chance -- is that 4 we need to separate traffic flow from these newly 5 developing high-density neighborhoods from the 6 traffic flow on the west side of Fairview Loop and 7 the existing farmland, existing larger 8 neighborhoods. 9 And the east/west corridor really needs to be 10 Trunk Road South coming up through, in one variation 11 or another, through either the Valley Block & 12 Concrete, Klondike Concrete gravel pit areas there, 13 and then containing the east/west traffic corridor 14 kind of within that area, east to west. 15 And that way, you're not impacting existing 16 neighborhoods, existing farmland and you're also 17 creating a separate access route for that traffic, 18 almost 4,000 cars per day, to get to the highway 19 without creating one common congestion point right 20 there. 21 And also going through the gravel pits with 22 either a grade separated or a at-grade. And 23 addressing at-grade crossing there, that's what the 24 developers, the folks that just recently platted 25 preliminary platting with the sweeping this</p>	<p style="text-align: right;">11</p> <p>1 We did point out that we're (indiscernible) 2 going to revisit those, so there is an opportunity 3 to update those before that information is passed 4 on to -- excuse me -- forwarded on to the PC, the 5 planning commission, the staff. 6 MR. RANDY DELLAR: Okay. Thanks. Because 7 there's a very great need for those numbers to be 8 revisited. And I'm glad that we have Assemblyperson 9 Church here tonight and I'm sure she will make sure 10 those numbers are revisited. 11 Because right now we have a Trunk Road South 12 extension with 1.8 miles of road with a fairly 13 challenging topography-wise railroad crossing, 14 above-grade separated railroad crossing, and it's 15 estimated \$5.8 million. We have a very similar 16 stretch of road that's only 1.2 miles on the west 17 end, the Trunk Road alignment, with a very similar 18 above-grade grade-separated railroad crossing. Less 19 road to build and it's \$9.3 million. It's a big 20 disparity. 21 We as the public and taxpayers, we need no lie. 22 We need to see detailed cost analysis and at this 23 stage in the game, we really should have more 24 information of the breakdown of the cost analysis 25 than we have right now. This second public comment</p>

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1 meeting there should have been a lot more detail
 2 available to the public, to move forward with.
 3 And according to your guys's schedule, this is
 4 the last go-around of a public meeting. There are
 5 going to be public hearings, but not in the setting
 6 where there's time for discussion and -- and really
 7 an opportunity to make a change. And I -- I think
 8 it's been a disservice to us as a community and us
 9 as taxpayers.
 10 We spent over a half a million dollars doing
 11 studies and we've seen numbers fluctuate as wild as
 12 \$12 a ton for borrow A to now we're being told 6.
 13 At least we're moving in the right direction, but we
 14 should have had more accurate numbers all along this
 15 process. And as taxpayers, I think we've been done
 16 a great disservice.
 17 MS. BROOKS: Was there anyone at this table that
 18 wanted to -- also want to speak? All right.
 19 This table? Anyone want to comment?
 20 AUDIENCE MEMBER: I'd just like to second his
 21 views there.
 22 MS. BROOKS: Okay. This gentleman wants to
 23 second the views we just heard from Randy.
 24 How about over here?
 25 AUDIENCE MEMBER: Yeah, I -- I own property

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1 right there at the end of Trunk Road right now that
 2 is going to be affected, and I agree with the
 3 gentleman on the numbers. The last time we had a
 4 meeting, there were some very different numbers
 5 comparing the -- what do you call them? -- the
 6 ridiculous roundabouts and four-way stops.
 7 And all of a sudden we don't have -- all we're
 8 showing is the roundabouts and one set of numbers
 9 right there. They can't have suddenly cost both
 10 exactly the same thing. Just make me highly
 11 suspicious that somebody's mind's already made up.
 12 I would like to see a lot better -- a lot more
 13 breakout on the numbers, exactly what things are
 14 going to cost.
 15 But that is -- when you -- when you sit down and
 16 look at it, and with the funds that the Borough does
 17 have, it's really going to affect us. But it would
 18 really make a lot sense because you're affecting
 19 fewer people by going ahead and developing that --
 20 that particular corridor to get those folks in and
 21 out of there.
 22 MS. BROOKS: Anyone else?
 23 MR. SHORE: I'm Frank Shore. I'm running for
 24 Borough mayor as well. And I want to tell you I
 25 agree with Randy on a lot of things.

14

1 I also have my own opinion on some of your
 2 discussion here on the development. You're trying
 3 to not observe the residents; you're paying more
 4 attention to the contractors and the little
 5 businesses along the sides, without any
 6 consideration of the people that are living there
 7 also.
 8 You're -- you're also saying you're going to
 9 have roads under the railroad. I say no to that
 10 because we have ice and snow up here. It's not like
 11 in Georgia, south Florida, where they have those
 12 under-the-road railroad crossings for the highways.
 13 You know, we have snow, we have ice. You're going
 14 to constantly have fender benders, blocked roads
 15 with all that problem. Do not put any roads under
 16 railroads. If you're going to do anything, put it
 17 over the top.
 18 We came up with the idea of dropping the --
 19 the -- the railroad crossing bars down. Well, if a
 20 train's coming, you know, for years we've -- we've
 21 always respected that, and I think that's a good
 22 idea for any intersection.
 23 You go down to -- you continue on with this and
 24 make a mess of it, you're going make another mess
 25 when you get down around Springer system, because

15

1 (indiscernible) hundred feet away from the
 2 Glenn Highway down there. It will just be another
 3 jumbled up mess.
 4 Now, you don't even consider the amount of
 5 lights that's going to be put at these
 6 intersections, that everybody has to look at. It's
 7 going to be another disaster just like the
 8 Glenn Highway and Parks Highway, 9-foot lights, or
 9 whatever they are, they seem like they're 900; you
 10 can see them for miles and miles away. You don't
 11 have any consideration on what light elation is and
 12 it's not keeping the moose off the highway in that
 13 area; no moose is stupid enough to climb those steep
 14 hills.
 15 An another thing is that we do not need all that
 16 heavy traffic going into Fairview Road. Eliminate
 17 the traffic going into Fairview Road and coming out
 18 of it. What traffic is on there now is plenty
 19 sufficient. We don't need excess traffic to be
 20 entering into that area.
 21 You -- you have to get a road down to the
 22 school, go down the Trunk South off from the
 23 overhead pass there where it has that little
 24 three-way stop or so and you got partially paved
 25 road already going down there. Then put some good

16	<p>1 gravel down there, a couple feet deep, over to the 2 other part of the extension to the school, and be 3 done with it.</p> <p>4 In year's time, you might be able to pack that 5 stuff down to where you can put a decent roadbed in 6 there. The biggest problem with our Alaska 7 Railroad -- roadways is that we try to build it and 8 get it all dug up through the winter, and before the 9 ground settles, what are you doing? You're putting 10 blacktop on it. And then all we got is a -- is a 11 road that has a lot of cracks in it. You've done no 12 service to the public. And I think that we need to 13 have some service to the public. Thank you.</p> <p>14 MS. BROOKS: Anyone else like to speak? Come 15 over here. Would you like to comment?</p> <p>16 AUDIENCE MEMBER: All righty. Well, as many of 17 these people in this room, I guess, I was born and 18 raised in this area, especially here near this 19 Trunk Road, the extension. I have young children 20 myself and -- that would be attending this school, 21 but they're not going to attend that school.</p> <p>22 The comment back here of the access to the 23 school currently exists. If you're talking Nelson 24 Road, you're talking a death sentence to any of 25 those children that are on that bus. That road</p>	18	<p>1 extension: Not a bad idea; but if you look at the 2 map and you say, well, that's only a 50-foot-wide 3 expansion where the railroad is, for that easement, 4 you look how close that creek is, a road's going to 5 require 65 to 70 feet of area. That creek's going 6 to go away.</p> <p>7 My children and I fish in that creek. Am I 8 making it my problem? No, but you want to talk 9 wetlands and impact, well, what's going on here 10 long-termwise? A lot of people don't like my 11 aspects because I just kind of look at the brass 12 tacks of it all.</p> <p>13 You look at the Nelson Road East extension or 14 however you want to put it. All right. So you're 15 going to impact gravel pit, all of our favorites 16 anyway. You're going have an at-grade railroad 17 crossing on Fairview Loop. I'm not suggesting both 18 of these aspects need to be taken care of.</p> <p>19 We need to address how you're going to move all 20 of these people from this area, that already are 21 there, let alone that are going to be there another 22 ten years. And I agree, there may not be. Nobody 23 may be moving out here. And then what's going to 24 happen? We're all going to dry up and none of this 25 is going to frickin matter.</p>
17	<p>1 drifts. I don't know how many, over the last 2 several years, I don't know how many people I've 3 pulled out of that particular situation. I wouldn't 4 want any of your children on that bus in the winter 5 time. I'm not going to put any of my children in 6 that harm's way.</p> <p>7 I'm also not going to put them in harm's way of 8 the existing access. A 90-degree corner with a bus 9 full of kids on a downhill without an axle steer 10 chain is going to go right off into that house 11 that's sitting right there. That's all up to you 12 people.</p> <p>13 I agree with the roundabouts in the aspect 14 nobody likes them. Trust me. I'm going to have two 15 of them that I have to contend with every day, and 16 my wife is going to have to contend with every day 17 with my children in the car, with already a 18 congested intersection. I'm willing to accept that 19 and to live with that.</p> <p>20 I'm also looking at my children, in another 21 15 years, are going to have to live with that 22 decision as well. I'm not just looking at the 23 short-term, you know, as it is here on the list.</p> <p>24 The comment of put it in the existing railroad 25 access if they get off their ass and make their new</p>	19	<p>1 All right. So, but this Nelson Road East, so 2 you're going to cut through a gravel pit, you're 3 going to come up next to Valley Block and you're 4 going to be able to access onto Fairview Loop Road. 5 And you're going to close an extraordinarily 6 dangerous -- what is this, Libby? -- Abby -- sorry. 7 Take a drive down that road some day if you want to 8 have some entertainment in your lifestyle.</p> <p>9 I mean, it's extraordinarily narrow. Being a 10 part of the volunteer fire department, you get a 11 fire down in there in any of those older homes that 12 are, you know -- everybody's talking subzero compact 13 housing, the -- the lots that Turner is building on 14 are bigger than most of the lots I've seen in the 15 current subdivisions that are there.</p> <p>16 AUDIENCE MEMBER: No, they're not. They're half 17 acres.</p> <p>18 AUDIENCE MEMBER: Half acres? Okay.</p> <p>19 AUDIENCE MEMBER: Well, I -- I know what you're 20 saying. Advancement in the concept of things 21 changing, I mean, when I was gone to the Lower 48, 22 hell, I got a race track in my back yard. Do I 23 bitch about it? Yeah, every now and then. But do I 24 listen to it every Friday, Saturday night? Great. 25 But --</p>

20	<p>1 AUDIENCE MEMBER: We have it every day. I mean, 2 at this point Abby is the main road.</p> <p>3 AUDIENCE MEMBER: And that is the only access in 4 and out of there and that's got to be a tragic 5 mistake. But the short-term/long-term goal is, how 6 do we fix it? You know, if they run down Nelson, 7 great, I can -- I can watch them run down there all 8 day and stir up dust. That's fine, too. That road 9 has got its own issues and technically that's not 10 even worth the issue.</p> <p>11 But the -- the Trunk Road extension, that's an 12 option that, expense-wise, is going to be giving up 13 a lot of land and would make a lot of sense. 14 Short-termwise, the Nelson Road East would be, by 15 far, the fastest, the less expensive and would grant 16 the access at this point.</p> <p>17 But to overall long-term range, you got at-grade 18 access down there, and until DOT gets off their 19 keister and does something with Fairview Loop Road, 20 the hands are tied. We're going to have to do 21 something with the traffic. And sorry to take up so 22 much time.</p> <p>23 MS. BROOKS: Thank you. Who have I missed here? 24 We've got some other tables here. We've been here. 25 We'll come back to you. I won't forget you.</p>	22	<p>1 And whether we use roundabouts or four-way stops 2 or something, those are detailed in the midst of the 3 plan, but that is the obvious first phase of 4 whatever we're going to do.</p> <p>5 Then the next is the secondary school access, 6 some other route in and out. And I would say that I 7 can't totally pick that, because part of the 8 decision I don't have at hand is, where are the 9 school kids coming from? If they're not coming from 10 Fairview Loop West, then the need to make a school 11 access is less urgent than it is from the east side 12 where the school kids are.</p> <p>13 And I was kind of wondering, where is the 14 boundary between Wasilla and Palmer on this? 15 Because -- because I think we're sort of transecting 16 boundaries there between two communities. And I'm 17 not quite sure where that falls, but I would imagine 18 it comes right in the middle of this --</p> <p>19 I'm not expecting you to answer that right now. 20 But that's information I personally would like to 21 see, I'd like to know, before we know exactly what 22 we're doing with the school kids in and out of there 23 and school buses.</p> <p>24 Then I think we need to anticipate a little more 25 clearly what the Railroad is going to do. Because</p>
21	<p>1 Anybody here? Over here?</p> <p>2 AUDIENCE MEMBER: Okay. We're looking at what 3 you presented as being much more comprehensive than 4 just how we're getting in and out of the school. So 5 what I put together here is a list of phases that -- 6 that looks like we need to think about planning for 7 a highway improvement system that gives us east-west 8 access that still accesses the school and takes into 9 account the railroad.</p> <p>10 That's a lot to say in one list here. So it 11 doesn't go into a whole lot of detail, but it breaks 12 it down in -- into something I think is more 13 manageable than trying to discuss each of these 14 little plans. Because if they don't fit into a 15 bigger network, we're not going to be able to choose 16 any one of them. And that's what I'm hearing now 17 is, we can't make one choice because there's too 18 many to make.</p> <p>19 So it seems to me that if we think of it in 20 terms of phases, the very first phase, which we were 21 presented with right from the beginning, was how to 22 get the school kids in and out safely. And so it 23 seems like the logical and quickest access is to the 24 Trunk Road extension. It's already been part of the 25 plan that's moved forward.</p>	23	<p>1 you can almost guess that we come up with the best 2 plan, just even for school bus access, we're going 3 to find ourselves confounded because the railroad 4 will change its plans and then everything you 5 thought you were going to do, grades and that, will 6 change based on what the Railroad chooses to do 7 because it's not -- they are not subject to whatever 8 planning we're doing. They're doing their own 9 thing.</p> <p>10 But I would look to see if there is a way you 11 could do some kind of a land swap with the Railroad 12 for the -- for the area from Hyer Road where they're 13 going to move their tracks. And however they move 14 their tracks to, they're going to leave that 15 corridor.</p> <p>16 And, you know, if they're -- if they ever give 17 up land, where they might do a land swap somewhere. 18 I don't know if we have land we can swap with them, 19 but that's just one bargaining chip, if we had it, 20 that we could try.</p> <p>21 The east-west extension from Trunk Road to 22 Fairview Loop, that has to be planned and -- and 23 accomplished. And it needs to be in one big plan 24 and -- and an activity all together. If you 25 piecemeal it out, something won't get finished. And</p>

24	<p>1 then you have, what we end up all the time with, is 2 little pieces of impermanence with areas that aren't 3 connected in between them. And that's what we'd 4 like to avoid.</p> <p>5 But I think it needs to go from Trunk all the 6 way through to the Seward Meridian. If we can get 7 it to go all the way up through the Wal-Mart area, 8 then you got higher road available and that's 9 under-utilized as an intersection. You might even 10 improve it so it's got better on-road -- better 11 access on and off it.</p> <p>12 But I would think in that piece of the phase you 13 would want to include whatever you're going to do 14 with the Old Mat Road, to improve that access to 15 Fairview Loop. That has to change regardless of 16 where you put it in. That's just -- that's just -- 17 there's no reason to leave it like that and have 18 that a major access to a store like Wal-Mart. That 19 just makes no sense.</p> <p>20 Okay. Then -- then the rest of the improvements 21 and upgrades to the length of Fairview Loop as -- as 22 a loop road. It goes east to west, but I would 23 start improving it east to west because that's where 24 the population is clustered now, east to west. And 25 we're thinking about improving access to the east</p>	26	<p>1 only looking at it coming out of our pockets, our 2 taxes or something, you all get very individual 3 about it and it's piecemeal. And that's the way our 4 projects get done, piecemeal. So we need something 5 to say where our roads are a bigger priority, at the 6 State level, in a bigger picture than just this 7 little piece here and this little piece there.</p> <p>8 Certainly the Railroad's pretty high priority, 9 and they're the State; I think it's a State 10 business. So maybe if we have some kind of bigger 11 presence from our community lobbying in Juneau, to 12 have a higher priority on their radar screen for our 13 roads, that would help us be able to know what 14 monies we're going to have at hand to spend and not 15 just coming right out of the Borough itself.</p> <p>16 MS. BROOKS: Thank you very much for the 17 analysis there.</p> <p>18 Folks at this table, is there someone want to 19 speak?</p> <p>20 AUDIENCE MEMBER: To step back just a little and 21 sort of take a look at this from a higher, more 22 strategic level. I think one of my concerns is that 23 we're faced with the prospect of the taking of 24 private property, spending of tax dollars for the 25 benefit of, today, a private party and for future</p>
25	<p>1 portion of it with all of the Parks Highway access. 2 That seems to be the direction in which to move.</p> <p>3 The other thing, the impression we got here as 4 we were looking at budgets is that they sort of 5 don't relate to each other all that accurately. And 6 I think we've discussed it before (indiscernible) go 7 back and make sure all of the estimates are 8 accurate, but some of them seem too low.</p> <p>9 And then when you look at the incredible leap 10 that you take for the Seward Meridian access, it 11 leaves everybody going, "Well, we'll never pick that 12 route; look at how much it costs, you know."</p> <p>13 And that's not the -- that's not the solution, 14 is to get everybody to say, "We can't do that; it 15 costs too much." But it stares you right in the 16 face. The difference between them is really 17 remarkable.</p> <p>18 Then in some community way, and maybe it's the 19 Borough that we need to do this with, we need to 20 have some kind of a strength in Juneau to start 21 getting all the kind of funding that we're entitled 22 to, to get a plan and put it into effect, to really 23 be able to build these things and to have priority.</p> <p>24 I guess what I'm saying is we need some priority 25 to be able to fund these projects. Because if we're</p>	27	<p>1 folks who don't live here yet, may not even know 2 that they're going to live here yet, in homes that 3 aren't built.</p> <p>4 And I believe in our current budget situation, 5 there's a better use for our dollars today.</p> <p>6 AUDIENCE MEMBER: A lot of good input from 7 people that have a lot of thoughts on their minds 8 here. One question that comes to my mind is that, 9 is this a project put on by the Borough to just make 10 us all feel good? Is there a plan in place? Has it 11 been put out? Is it under the table, going to come 12 up at sometime in the near future, regardless of 13 what goes on here?</p> <p>14 I think that's a question that needs to be 15 answered. Probably can't be, but I think we're all 16 thinking about it.</p> <p>17 AUDIENCE MEMBER: Now, the ideas I wrote down, 18 we do need to plan for long-term on these roads and 19 that's obviously what's been going on here. But the 20 pressing issue today is that new school that was 21 built, and getting access to that. That issue 22 should not, at this time, disrupt rural 23 neighborhoods, with the future planning. That road 24 needs to be now.</p> <p>25 And right now I support the Tucker route --</p>

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<p>1 might not be Tucker -- or one of those alternatives. 2 And I also support the idea that was suggested with 3 checking with the Railroad about trading 4 right-of-way up the Hyer Road for other Borough 5 land. 6 But right now the short-term is getting the -- 7 the east part with the Trunk Road and then something 8 in between. But this long-term business of tying in 9 Fairview Loop with everything, that is not for 10 today. Let's just get the school stuff done. Tie 11 in a little short road there, get that done. 12 MS. BROOKS: Thank you. 13 AUDIENCE MEMBER: I'm concerned that there's 14 such an emphasis on trying to push this new traffic, 15 that doesn't even exist yet, from the two new 16 subdivisions up the Seward Meridian past Wal-Mart. 17 That area right now is overloaded with traffic, and 18 now you're going to push another 8,000 cars in 19 there? 20 During rush-hour, you're going to have people 21 backed up all the way down to their subdivisions. 22 It's an awful lot to be pushing through such a short 23 section. Now, if they're going to Wal-Mart, of 24 course they're going to go that route. 25 But if they're trying to get onto the Parks to</p>	<p>1 don't need to rearrange a lot of people and displace 2 them to do this. 3 AUDIENCE MEMBER: I'm speaking on behalf of this 4 table, I think, most generally, and we're looking at 5 a near-term solution, which would probably be the 6 Nelson Road East solution. It's the cheapest way to 7 do it. It was originally envisioned when the 8 project was started. And then, of course, we need 9 to continue looking at the Trunk Road South option 10 and the Seward Meridian option. 11 Part of the problem with developing a secondary 12 access into the area south of the railroad is 13 funding. We're talking about a lot of funding. 14 We're having problems with funding. 15 One of the things I was really encouraged with 16 is that our community finally voted in road bonds. 17 They voted in 30 percent, and of course I was really 18 disappointed when the legislature didn't come 19 through with their 70 percent. 20 And it was like this community finally 21 recognized -- in my opinion, this community finally 22 recognized that we are going to have to build some 23 roads and it was just -- it was a pleasure that we 24 did that. But I think we're going to have to still 25 continue to work with the legislature for funding</p>
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<p>1 head to Anchorage to go work, there needs to be an 2 alternative, there needs to be another access. 3 And like you're saying, Fern comes off Fairview 4 Loop, and you want to have this Seward Meridian 5 thing running up. And why not go with the Tucker 6 route, which would logically lead to another access 7 to the frontage road? You're putting way too much 8 on the -- on the area and on Seward Meridian. 9 MS. BROOKS: Thank you. 10 I think we still have comments over here. 11 AUDIENCE MEMBER: I think, speaking for this 12 table, I think we -- I think we've arrived at some 13 kind of consensus. We feel like probably the first 14 thing to do is connect that South Trunk Road. 15 And I don't really see a need for the east/west 16 corridor coming off of Fairview Loop, at least not 17 in the near future. If you look at the traffic 18 that's there now, it's not that much and it won't 19 be, unless we don't follow new subdivision stuff 20 from Ranch subdivision. And we could find a better 21 place and different alternative and it doesn't have 22 to be done right now. 23 What we need is access. Like it's been said 24 before, we need access for the school and we could 25 get that at the South Trunk Road access. And we</p>	<p>1 for Trunk Road South, which is probably the best 2 alternative, and then also the Seward Meridian. 3 And I think that Seward Meridian in conjunction 4 with the extension and Nelson Road and Fairview Loop 5 is probably the ultimate solution. 6 But again, it's funding that's the problem. And 7 the cheapest way to do this and probably the 8 quickest way is the Nelson Road East. It has a 9 total cost of \$2.7 million and the owners of Valley 10 Block and the Siegels at Klondike Concrete have 11 offered to build a portion of that, a large portion 12 of that. So I think in the near-term, that's the 13 best solution. 14 MS. BROOKS: Thank you. 15 AUDIENCE MEMBER: Thank you. Well, it's taken a 16 while for the mic to get back to me, but I actually 17 wanted to respond to this gentleman's comments right 18 here. He was talking about both the condition of 19 Nelson Road and the condition of the Abby Boulevard 20 and the roads that connect into there. 21 And I had to kind of laugh to myself as he was 22 talking about how obviously poor quality these roads 23 are, how substandard they are at this time. Because 24 I've done a substantial amount of checking into the 25 original site selection process, how the school got</p>

32	<p>1 where it did with, frankly, no good road to it.</p> <p>2 I think we've probably all been asking ourselves</p> <p>3 that question: How did this school end up here,</p> <p>4 with these questions about roads unanswered as they</p> <p>5 are?</p> <p>6 And unfortunately as it is, now I feel like this</p> <p>7 has sort of been thrown into the community's lap.</p> <p>8 Really this was a road -- what, a Borough staff</p> <p>9 problem. They just decided to put the school there</p> <p>10 and now it's being thrown into our laps.</p> <p>11 Well, as a community, what do you guys propose?</p> <p>12 What do we do? Unfortunately, we're seeing so many</p> <p>13 alternatives that either run over somebody's home or</p> <p>14 so close to somebody's home, that taxpayers can't</p> <p>15 afford, that just nothing is looking attractive.</p> <p>16 That's what I'm hearing from everybody and that's my</p> <p>17 personal feeling on this.</p> <p>18 And I just wanted to point out that when -- when</p> <p>19 Borough staff, which included engineers, originally</p> <p>20 went out and they -- they were supposed to score</p> <p>21 different school sites.</p> <p>22 And when they scored the school site, they were</p> <p>23 specifically given a criteria where they were</p> <p>24 supposed to address issues such as how much it was</p> <p>25 going to cost to get roads up to standard, they were</p>	34	<p>1 with this. There's no way around it. I'm with</p> <p>2 everybody on the fact that we need safe</p> <p>3 transportation in and out of this school. Hands</p> <p>4 down, kids need to be taken care of; we have a</p> <p>5 school there now.</p> <p>6 However, I guess what I want to say to the</p> <p>7 Borough staff particularly is please quit running</p> <p>8 over community members and long-time residents that</p> <p>9 have lived here for a long time.</p> <p>10 When you guys chose to put the school there, you</p> <p>11 ran over residents; you knew what you were going to</p> <p>12 do. These goals on that map were not supposed to</p> <p>13 come to fruition until about 2025, something.</p> <p>14 Somebody correct me if I'm wrong.</p> <p>15 Now because of the schools, all that's</p> <p>16 fast-forwarded. And I don't think any of us can</p> <p>17 deny that perhaps the major developments that people</p> <p>18 would at least like to see take place in this area</p> <p>19 is something to do with that. And that was a wrong</p> <p>20 position to put the residents in, that are in this</p> <p>21 area. Thank you.</p> <p>22 MR. WALDEN: My name is Bruce Walden and I, too,</p> <p>23 am a candidate for Borough mayor. Just so happens</p> <p>24 Frank and I are friends, so there's no animosity</p> <p>25 here.</p>
33	<p>1 supposed to include traffic lights, passing lanes,</p> <p>2 all of these things.</p> <p>3 And when they rated the school site on the</p> <p>4 transportation aspect, they gave it a 3 out of 5,</p> <p>5 which I have to look at the information, but I</p> <p>6 believe that meant it wasn't great, but it was</p> <p>7 adequate.</p> <p>8 And I personally asked Mr. Duffy, the manager,</p> <p>9 "What access were you guys looking at when you rated</p> <p>10 this a 3 out of 5? I mean, come on, you guys."</p> <p>11 And Mr. Duffy said, "Well, it's assuming the</p> <p>12 current access."</p> <p>13 So I talked to engineers that looked at it and</p> <p>14 they said, "Well, hindsight."</p> <p>15 I said, "Well, you guys are engineers, right?</p> <p>16 Did you drive the roads?"</p> <p>17 And they said, "Well, yes."</p> <p>18 So I guess my point being, I don't understand</p> <p>19 how we ended up in this situation in the first</p> <p>20 place. Frankly, I think it's very, very wrong that</p> <p>21 any of us are here right now about this. What I</p> <p>22 would say to Borough staff is I think it's really</p> <p>23 rotten now that this is in the lap of the community.</p> <p>24 Now we have this school here and as everybody</p> <p>25 knows, we don't have a choice now. We have to deal</p>	35	<p>1 But I agree with what you said, ma'am. The</p> <p>2 problem is we have no adult supervision at this</p> <p>3 Borough and it's about time that we did. It's about</p> <p>4 time that we had some people that weren't dancing at</p> <p>5 the ends of the strings of the friends of Mat-Su and</p> <p>6 some things like that, and they start taking these</p> <p>7 constitutional rights into consideration. Don't you</p> <p>8 think it's about time for that?</p> <p>9 Do I have a question? Yeah, I have a question.</p> <p>10 Actually, I do have several. But I'll only keep it</p> <p>11 to one. And, well, there's a couple here that I</p> <p>12 could go into, but I won't.</p> <p>13 But I have a question. I've just spent a lot of</p> <p>14 time, well, some time in Europe. You go to -- sorry</p> <p>15 about that. You go to Scandinavia, they have roads</p> <p>16 that are pristine and they have the same cost</p> <p>17 (indiscernible) and stuff as we do, while we're</p> <p>18 pouring money down a gopher hole because we keep</p> <p>19 having to maintain -- you know, we have to maintain</p> <p>20 our roads.</p> <p>21 If we fix them right the first time, maybe some</p> <p>22 of the money that we wished we had for making some</p> <p>23 of these improvements, we would have.</p> <p>24 So when are we going to send someone to -- and</p> <p>25 I'm not trying to be mean, but when are we going to</p>

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1 send somebody to these places and study how they do
 2 things? Because obviously the way we're doing it is
 3 broken. That's all I've got.
 4 MS. BROOKS: Thank you very much.
 5 Last comment.
 6 MR. TUCKER: Another tough act to follow here.
 7 My name is Bill Tucker. I happen to be the managing
 8 partner -- yeah -- for the -- for the property north
 9 of -- as you look at that picture, the property
 10 north of the Fairview.
 11 I'm a professional engineer. I function as a
 12 land planner in Alaska for the last 35 years. I --
 13 you know, we've been sitting on a little bit of real
 14 estate -- we're not developers; we're investors --
 15 we've been sitting on it for 24 years.
 16 I have occasion to look at road systems and how
 17 they work and how they function. And basically what
 18 you got, or in fullness of time are going to have,
 19 is some sort of an east-west collector road south of
 20 the Parks Highway, then you're going to have the
 21 Parks Highway. And somehow or another you need to
 22 get from north to south. Right now in the fullness
 23 of time, we can assume there's going to be a Seward
 24 Meridian extension. That's one.
 25 In a similar area in Anchorage in the length of

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1 that road, you would see seven or eight connectors.
 2 I discussed this issue at length with the traffic
 3 engineer for the DOT. I think we're in agreement;
 4 you'll need more than one access. You're going to
 5 have a choke point and a potential safety issue if
 6 the Seward Meridian is the only way to get to
 7 whatever you got for collector road to the south.
 8 Having said that little bit of history, three
 9 years ago I went to the Borough, Murph O'Brien
 10 actually, and said, "How about a road through our
 11 property and through Gershmel's (ph) property over
 12 the railroad tracks?"
 13 Which would have been great except Mr. Gershmel
 14 sold the gravel and (indiscernible) are gone. And
 15 Mrs. Gershmel was really not interested. So we
 16 reevaluated it two years ago, brought back roughly
 17 the plan that you see there.
 18 That's a -- that's a fairly broad-brush version
 19 of it. But the -- the logic here is you've got the
 20 ability to have an above-grade railroad crossing,
 21 you've got the start of a collector road system and
 22 it has options.
 23 This could be a single loop through to the -- to
 24 the Trunk Road South, and stand alone. And then
 25 when the Fairview comes through, you got a separate

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1 Fairview Loop and then be interconnected with the
 2 Fairview/Old Mat inter-tie. And presumably that --
 3 the -- that intersection and that on-grade crossing
 4 would go away.
 5 There are other options, you know. The Nelson
 6 East is one. Pushing the road further south and
 7 then going west is another. But it has options and
 8 it should be relatively inexpensive to build.
 9 The only thing that we've asked -- and this is,
 10 by the way, as I said, this thing has actually been
 11 in, more or less, this form in -- your -- your
 12 Borough staff for two years now.
 13 The only thing that we have asked is that we
 14 define the right-of-way through our property so that
 15 we know what we're doing, so that we can go ahead
 16 and find a developer interested in what would
 17 presumably be commercial real estate and very likely
 18 someone who would be willing to build the road from
 19 what you see there, up to the Parks Highway.
 20 So we're not asking the Borough to build
 21 anything; we're asking them to take right-of-way.
 22 The Borough benefits from the taking of the
 23 right-of-way because it provides the material
 24 necessary to build an above-grade crossing.
 25 And we benefit because the DOT apparently is

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1 going to trade us back some real estate they took
 2 for the Parks and don't need. So we give up seven
 3 acres; we get back two and a half, and we know what
 4 we're doing.
 5 That was the logic behind this proposal, from
 6 our perspective. We're not asking that the public
 7 build the road; we're just asking that the public
 8 consider this. And as a practical matter, the Trunk
 9 Road South should come first. But in fullness of
 10 time, you got to have more than one north-south
 11 corridor. And there is only one other, unless, you
 12 know, by chance, the Railroad says, "Sure, go ahead
 13 and have the Railroad right-of-way."
 14 Otherwise, there are no other options to the
 15 east, and the only two west of the Seward Meridian
 16 are going to be extremely expensive on the long-term
 17 propositions. So this -- if the Borough can't
 18 commit to something on this order now, at least it
 19 provides the second access point, north-south to the
 20 east-west collector system.
 21 As a practical matter in the short-term, it also
 22 provides above-grade access to the school site and I
 23 believe it meets Mr. Turner's requirements to go
 24 ahead with his development. So in the case of
 25 expanding tax rates --

40	<p>1 And I guess that's all I got. If anybody's got 2 any questions? 3 AUDIENCE MEMBER: I've got a question. Is that 4 allowed, ma'am? 5 MS. BROOKS: Yeah. Sure. 6 AUDIENCE MEMBER: I think -- I think what 7 everybody -- I think the collective idea here is 8 that we need some Borough motivation to get some of 9 these projects through. It seems like the shortest, 10 most direct lines to remedy, you know, most of the 11 private property owners' problems would be remedied 12 in the least dollar per mile. 13 I mean, to punch Fern through, to go ahead and 14 finish Fern, we know how much traffic that would 15 alleviate off of Fairview Loop. To punch Seward 16 Meridian through with a drivable intersection, we 17 know that that would alleviate all kinds of traffic 18 load off of the Loop. 19 Fairview Loop is not a highway, but there's all 20 kinds of punched-through roads that could be paved 21 at low dollar amounts, that would give people all 22 different ways to go through. We all do it now, we 23 all take these shortcuts to go around the long way. 24 But it seems like Fairview Loop has all kinds of 25 exits out that could be lightened up with paving</p>	42	<p>1 and then it went to, two weeks ago, down to 2 13 million. Today it's down to 9 million for 3 1.3 miles of road. And at the other end of this 4 thing, we got a 1.8-mile road system of functioning 5 (indiscernible) at 60 percent less than that. 6 So I don't know exactly how those figures are 7 working either. I was told at one point in time by 8 an assembly member, "Wouldn't it be nice if we had 9 real numbers to make decisions with?" And I have to 10 second that. 11 MS. BROOKS: Okay. Well, I think we will be at 12 nine o'clock in a few minutes, so I think we'll go 13 ahead and wrap up. Did we get everyone who wanted 14 to comment, comment? 15 I urge you all to -- to leave your written 16 comments sheets with us and -- to follow through 17 with any questions. 18 I'm going to ask Brad to just address the steps 19 forward. So we move to the slide on the schedule 20 here. 21 Thank you very much for coming. Thank you for 22 your thoughtful input. We'll be in touch. 23 (Whereupon, the meeting was concluded.) 24 25</p>
41	<p>1 small amounts of road and just kind of get it done. 2 If it's your property and you think Turner 3 offers the best idea for all of us, well, we a might 4 need to take everybody's idea into that a little 5 better, because some of these ideas don't work for 6 some of these property owners. And some of the 7 problems are definitely the Borough's. 8 So what do we do to keep -- do we cry to the 9 Borough more? Or do we cry to the engineer who was 10 paid by the Borough, who is doing what he's paid to 11 do? I don't understand. 12 MR. TUCKER: Well, Frank, I don't understand. 13 Like I say, you know, in the fullness of time the 14 Trunk Road extension and this thing make a 15 legitimate route that's serving, well, a potentially 16 large development. I mean, that development is 17 larger than most of the towns in Alaska. In fact, 18 it's larger than Wasilla was about 15 years ago. 19 That's neither here nor there. 20 You know, I'm -- I'm disappointed that this is 21 the first time we've seen this specific plan 22 because, in fact, it has, in this form, been on the 23 table for three years. 24 I'm excited that the cost figures for the 25 project are going down. It started at 27 million</p>	43	<p>1 2 REPORTER'S CERTIFICATE 3 4 5 I, Britney E. Dudley, Court Reporter, hereby 6 certify: 7 That I am a Court Reporter for Arctic Court 8 Reporters, LLC and Notary Public in and for the State of 9 Alaska at large. I certify Hereby that the forgoing 10 transcript is a true and correct transcript of said 11 proceedings taken before me at the time and place stated 12 in the caption therein. 13 I further certify that I am not of counsel to 14 either of the parties hereto or otherwise interested in 15 said cause. 16 In witness whereof, I hereunto set my hand and 17 affix my official seal this 2nd day of June 2009. 18 19 20 21 _____ 22 BRITNEY E. DUDLEY, RPR 23 Notary Public - State of Alaska 24 25</p>