

Minutes for HALO Board Meeting, August 6, 2009
Holy Spirit Retreat Center, Anchorage

Vice President Rodney Powell opened the meeting. Other board members present were: Chris Hamre, Beth Terry, Robin Holm, Cathy Giessel, Steve McKee, Jim Barnett, Gerry Guay, Dianne Holmes. Excused were: Judy Moerlein, Sharon Clawson, Wayne Westberg, Pat Abney.

Approval of Minutes: Motion by Giessel and McKee to approve June 4, 2009 minutes. No objection.

Treasurer's Report: none

Legislative/Assembly report: none

Guest Presentation: Bobbi Wells, holding a seat as Birchwood alternate on the Chugiak-Birchwood-Eagle River Rural Road Service Area Board of Supervisors (CBERRRSA) spoke about their unified road service organization. A combined board such as CBERRRSA is an option that our Hillside District Plan draft presented as one solution to Hillside road and drainage issues.

Bobbi explained their road board has five primary members, one from each affected community council as well as an alternate for each seat. These are three year terms and without term limits. MOA's Public Works Department oversees their road board. Current members have little historic knowledge of how or why CBERRRSA was formed as members that did have that knowledge moved on. Loss of that background has changed some of the ways that this board now operates. There were four LRSAs in the area before they voted themselves into a CBERRRSA in 1985. The idea to form CBERRRSA was created when the state had a law that allocated funds to road service areas based on road miles. However, as that formula evolved from road miles to specific projects, the amount collected from the taxpayers in the form of a mill levy became the source for maintenance funds with the capital funds generally coming from the state.

How did the residents agree to vote the road board into existence? Individually, they were running out of money for road maintenance. There were turf wars. Bobbi explained that it is important to decide whether to have an elected or appointed board. If the community council is the avenue to appoint a member to CBERRRSA then that person is supporting the wishes of the council membership and votes accordingly. Having a seat without a tie to a particular council or homeowners association greatly dilutes the level of local control of any road board. This would be the case if members were selected by having to run for a seat through the municipal election process. Should Hillside decide to form a single combined board it will be very hard to retain any local control as the board would have way too many members to be effective. There is a drainage plan for the Eagle River area. The drainage study, drafted in 1986, was paid for by the state and funding given to Public Works Dept. Bobbi didn't believe that a Hillside Drainage Study/Plan should be paid for by taxing the Hillside LRSAs or a combined board since that plan is also for the benefit of those MOA depts as they approve subdivisions or otherwise build structures in the Hillside area.

Some subdivisions do not want to have their roads to MOA standards. CBERRRSA does maintenance and capital improvements, including drainage. CBERRRSA also has a couple large subdivisions that are not part of CBERRRSA but they are required by ordinance to pay a percentage into the CBERRRSA funding. Bobbi will prepare and then turn over to HALO a binder of CBERRRSA problems and solutions that should prove useful if the Hillside must change how they handle roads and other transportation modes.

McKee thinks the HDP calls for ARDSA roads are to be included in the HDP's plan for the new RRSA, but this is not true according to others.

The MOA will pick supervisory personnel; a supervisor & road board foreman and CBERRRSA taxes pay their salary and benefits. The MOA also takes a percentage for overhead from any legislative grants (called IGCs) and other administrative functions they perform for the combined board. This pays for people to

oversee road service area work and contracts, payroll functions and such. IGCs collected by the MOA for combined boards are higher than what a LRSA will be charged.

There was discussion of the HDP and the plan to keep LRSAs and RRSAs type of road service for snowplowing and making all road areas into RRSAs in order for them to be able to bond for capital improvements.

Bjarne Holm believes Juneau would be more likely to give a larger entity like CBERRRSA or a large RRSA funds rather than to smaller entities.

Roads on the Hillside are maintained by several entities. Roads in LRSA/RSAs can be brought up to 'relaxed' standards rather than strict standards of the MOA.

Question on how the independent road areas could bring their roads up to some sort of standard before bringing them into RRSAs. That is a problem.

Old Business:

Update on Section 36 master plan—it is inadequate.

New Business:

Title 21 rewrite does not have a regulation covering vegetative buffering for non-residential entities in R zones (R6 and larger). P/Z will be dealing with this issue soon and then the Assembly Title 21 Committee will take it up in Sept. The issue of buffering against the street is nearly non-existence. Motion by McKee and Giesel requesting that Title 21 include points for keeping mature vegetation for non-residential entities in R zones where there will be parking areas. This should apply no matter what the square footage of the non-residential entity is.

Discussion of HALO's request for the mayor's appearance and his reply to send his constituent assistant instead: Motion by Hamre and Holmes to not accept a mayoral substitute and to work towards a meeting with him and/or the city manager or similar appointee to discuss HDP issues. Passed.

Meeting adjourned 9 pm.

Submitted: Dianne Holmes, Sec