



Cooper Landing Community Club, Inc. CLCC

PO Box 508
Cooper Landing, Alaska 99572

Minutes Cooper Landing Community Club, INC January 28th, 2016 7:00 pm

Meeting was called to order at 7:00 pm by President Thomas Gossard.

A quorum was established with 25 members.

31 people were in attendance.

1. **Approval of agenda:** George Papus, USF&G send a reply about the dip netting subsistence would like it added to the agenda. Mitch Dickenson motioned to approve the Agenda. Cheryle James seconded. All in Favor. None opposed.
2. **Approval of minutes:** Tommy forgot to put logo contest on Crier. Will do this month. Virginia Morgan voted to approve. Cheryle James seconded. All in Favor. None opposed.
3. **Approval of treasurer's report:**
 - a. Cheryle James explained for income that we have \$500 dollars in the category "other" which is from Keith Freeman for the parking lot. We have the \$31,000 donation from the Health Clinic, which has the restricted use for emergency evacuation. There is \$955.70 from the Salmon Cook Off. Under Hall Maintenance we have expenses for gravel, fuel, and a weed whacker. We also have the Professional fees of \$15.00 for notary. There is \$85,000.00 dollars total income. There is \$90,020.31 in combined accounts. In 2015 we made \$12,000.00 from the pull tabs in the Sea Galley and \$6,070.59 so far in 2016. Budget for next year will be approved under new business. There is an estimated about of \$18,000.00 for Gaming next year. We will also be expending \$43,000 dollars for building improvements in 2016. We are still waiting for bids for an accurate number.

Phil weber motioned to approve. Mary Louise Seconded. All in Favor. None opposed.

4. Committee reports

a. Walkable

David Story presented. He discussed the bridge construction updates. He explained that they group is taking a step back to reorient what kind of things they would like to accomplish. There will be trail maintenance on the existing trails this year including the Snug harbor bike path, Sandra is lead, but is out of town. The big news is that Deb Carlson is stepping down as the chair and David is taking over. The next meeting is the 17th of February 5-7pm with the Federal Highways concerning the Snug Harbor Project. They will be here to talk with both landowners and the community. Utilities and road contract will be involved.

b. CL Youth Group:

Kristine Route presented for the Youth Group. The Cooper Landing Youth Group is currently working on their second mystery series. We are learning about biology, physics, and chemistry. Currently we are discussing lenses and celestial navigation. Eventually, we will be going into compass navigation into GPS navigation. Each of these gives way to finding clue and ultimately solving the mystery of the “lost family heirloom”. So if anyone would like to be a guest speaker and would like to contribute to these topics please let Kristine know.

c. CLCC Economic Development Committee:

Cheryle spoke about the committee being formed to deal with the fact that we are facing a bypass and businesses could be impacted. We are looking at using the shoulder seasons to have small groups rent out the hall. The committee is in the process of developing a survey and letter to be sent out to businesses in town. When the results come back we will determine how much interest we have. If there aren't businesses interested then we don't move any further. The goal is to create revenue for the community club.

d. CLCC Capital Development Update

Carrie reported that two contractors are interested, but still advertising on the Crier. We will be adding a generator to the building, a communication room, and storage space. Primary thing is about having a place to bring people when a natural disaster hits. The earthquake last week was a reminder of how there is need for protection. The bids are scheduled to close the 1st of February, but will be extended to the 15th of February.

Phil Weber asked if a generator was donated. Carrie said that the Borough will allow us to keep their generator here, unless it is desperately somewhere else. It will be a self-start automatic. The library will also be supported. We will have as much people space as possible. It will be locked behind a gate, so it can't be tampered with.

5. Presentations –

a. CLES/CES Mutual Aid Agreement:

Theo Leximond and Mary Louise Molenda presented on behalf of the Cooper Landing Emergency Services, CLES. They provided information on an issue that has arisen with the mutual aid agreement with the borough. It states that when CLES is

out of service the Borough will respond to any emergency calls and vice versa if the Borough cannot respond CLES will pick it up. Currently the Borough is stating that we aren't fulfilling our end of the bargain as we have been out of service so much. The Borough is currently threatening to cancel the mutual aid agreement if we don't agree to their changes. This will leave Cooper Landing in a tough situation. The next CLES board meeting occurs on Feb 8th.

Dan Michels proposed to limit our service area to only the Cooper Landing Area. It currently expands from Jean Lake out to the Inlet. If the mutual aid agreement is cancelled then we are left with the entire area. Our immediate responsibility is to protect the community and will continue from there. We are hoping that if the service area is downsized then more people may want to volunteer. We have roughly 80-100 calls a year that are often out of our community.

It is important that the community know that this is going on and how it will impact us in some way. Mary Louise stated that the mutual agreement can be torn up with a 30 days. The letter Mike Navarre sent out says that the Borough is going to respond to CL unless we have a volunteer at the accident scene. They will make the call after we make an assessment of the situation. If we shrink the area to just CL then they will have more to respond to. If not then who will take care of the highway? Currently CL takes care of Moose Pass and Hope as well. Moose Pass can't transport for insurance purpose. We aren't obligated to serve the highway. If we can't get help from Central Emergency Services, then we could have 3 to 4 people who usually respond.

We just lost Carl Allendorf and that is a huge hole. It is hard to recruit volunteers and you can't blame people as it is a huge commitment. The board has to vote on shrinking our service area and will vote on the 8th. Right now CES will not respond unless we have a volunteer on site. This will affect the quality of life for all of us here. We don't know what the Federal, Borough, or State will do in terms of staffing. The Borough may have to turn us into a service area and then we will probably be taxed, but will we be taxed for the whole road?

Carrie asked if Moose Pass and Hope have been notified. Mary Louise said she wasn't sure, but guessed that they didn't talk to Hope as we service them, Not sure about Moose Pass. Moose Pass comes to us with mutual aid. Mutual aid says we will help each other if we can, but it is a loose structure. There is no legal impediment. Charlotte Osowiecki added that the response time to get service will be and hour plus for them to get to us as our volunteers aren't there to be on the spot quicker.

Carrie added that Navarre didn't mention how many times we have supported the Borough in their area. Mary Louise added that she thinks it is a budget reality. Carrie is in support of pushing this. There have been discussions of giving volunteers

incentives, but there are tough issues and it is very complicated. This year we received \$208 thousand dollars from this summer services for the forest fires paid from Feds. It is hard to find a solution because if we pay volunteers then they become employees. John Williams asked why we can't pay stipends. Mary Louise said we used to do that but it was dropped because of how it was administered. Carrie asked if there is a date for a meeting with the borough. Mary Louise said there hasn't been a date picked yet.

Theo said he hopes we get to talk to the Borough before we have to reduce the area. Mary Louise said there is no way the state will not provide something eventually as they won't let tourist be a victim with no solution. Legislator gave us money to buy the fire truck, but won't take care of the personnel problems. There has to be a new way.

John Williams asked about the people we are paying to train and where do they go? Mary Louise said it cost about 600 dollars to train someone and so many people have trained up, gone on a call and then said they can't handle it emotionally. It is a tough gig. Sue Sloan added that we pay the instructor and get reimbursed. Prior to grant money it was out of pocket.

Phil Weber added that for those who don't know life med and instituted a new deal where you pay \$49 dollars a year per house hold and that would cover the cost if you needed a helicopter.

b. Kelly Peterson DOT&PF Project Mgr. , John McPherson , HDR's Project Mgr.

John McPherson presented to give an update on the bypass from where we are at. DOT and Federal Highways have identified a preferred alternative. Essentially we had our draft EIS out for public comment last spring. They received about 200 or some commenters. We go through and code each letter, based on the points you make. We got about 800 or so comments on what we are addressing. These are where folks have pointed out our errors and we are going back to change them and add information. We are hoping that in 2016 we will have a final environmental impact statement. It will include an appendix and how we addressed the responses. I wanted to give folks an idea of what the thought process was for identifying the G South alternatives. This is the one that is the shortest bypass. It cuts back in at mile 51. The longest one is the Juneau creek alternative. It cuts through the wilderness area and is steep. It requires going to congress and getting presidential approval to take the Wilderness quarter, thus why that alternative wasn't chosen. The other comes in at about Sportsman's, and the cultural impacts with that are pretty steep. Native folks have been here for thousands of years and there are several agricultural items in the area. Siri is concerned that their property would be cut in half. Both of these alternatives will cross the Resurrection Pass Trail. Both would cut through the south boundary of the Juneau fall recreation area. Two other protected resources. Those were also big considerations. The most comments we had from CL residents were about the eight homes we would be required to purchase and come from the south side. That alternative doesn't solve the problems with the current road. The G alternative became sort of

a balance to avoid the community and recreational impacts. There are more wildlife impacts in the longer alternatives like the Juneau Lake area. The G alternative hasn't been chosen yet, just identified. In terms of the impacts of G south themselves, it is a new 5 miles of new highway. It is the only one that has an additional bridge over the Kenai River. When the final EIS is out, there will be 30 days that it is available for review. It's not really a comment period, but can send emails to them with your thoughts. In federal law there isn't a comment period in a formal document. Plan for now is or it to come out in 2016 and it can take 6 month to a year for a final and formal record of decision. It will explain why the alternative is selected. Basically it is the formal document that will be signed by the decision makers. DOT and PF will also sign the document. A number of other corporations and agencies will also need to sign. Where it goes from here. There will be the record of decisions phase then a design phase which is about a two year phase, right of way phase another two years. The earliest you might see construction is in 2018, with a 5 year construction phase.

Vince Lambarty asked what the record of decision is, does everyone have to sign and when would it come after the final EIS? John responded that the Federal Highway has to sign and then other agencies have a decision to make. For example a Wetland Area requires the Army Corps of Engineers to sign off on it.

Vince asked why they decided on a route without finishing going through the public comments. John said they went through all of the comments and now they are making changes in the documents.

Vince asked if we can see the public comments and if so how do we get to see them. Are they available? John said that you can request them, but they will all be published with the final EIS. Recommend to write an email to someone above him to get them beforehand.

Vince asked where this project falls on the priority list of DOT projects. John said to go to statewide transportation improvement program online to look. Not sure if they are ranked 1 to 100 or not. The site will tell you every project they anticipate funding for.

Vince asked if they could explain how the funding process works. John said it will be included in the EIS financing plan. How it gets funded is a legislature question. The project will be shown as 3 phases and don't think it will break down the numbers for those. But there will be a chunk of match money for each phase. It really up to the governor and legislature.

Vince stated that it would be a third of the state capital budget. When will they make the first appropriations? Would be in this fiscal year or next? John said that there is a proposed funding for design in there now.

Vince stated one of the options is the no build alternative. It doesn't seem like this selection of Alternative G solves anything. It doesn't solve the crash amounts, and if you wrap it in before Gwin's, one of the biggest crash sites on the road.

John said that the Gwin's curve will be straightened out and fixed. The rest of the highway will also be upgraded to meet the standards. It will look like mile 45 and the 'y'. I don't know if the costs are broken down specifically for how much it be to straighten Gwin's Curve.

Vince asked what will happen in the event that we are facing a massive budget cuts and they don't fund it because it is too big of cost. What would happen if they don't get their 10% match?

John said that the decision goes to the commissioner. Right now DOT is committing to fund a project like this, identifying g south, put dollars in the program for this. They still could select the no build decision. If the state doesn't want to do it, the out is to select the no build alternative. The federal highways asks you to pay back your money within 10 years.

John said that a lot of people have asked why you can't just make a couple of spot improvements. The no build has some fixe in it like replacing the bridge. Dropping down to 35 with no shoulders is not safe, and doesn't keep with the function that this highway is trying to provide. Some folks have said take the highway through town and change the shoulder size. Then you don't fix the problem as the highway still interacts with local traffic.

Laura Johnson asked what the plan was for miles 45-46, mile 51, and beyond. The improvements we can see are about the shoulders, the curves get straightened, some passing possibilities.

John responded with you get some clear zone, a chance to correct, and better wildlife viewing. The entire road will be rebuilt to modern standards.

Phil Weber said that the G alternative works under the assumption that no one will be effected, but his property will definitely be effected. He would like to know when someone will sit down with him to discuss this issue. He is concerned about the contamination of well water.

John said that they are aware of his comments.

Dave Westerman asked if anyone did any hydrology tests on that area.

John said that he could look up the study on the hydrology test. Preliminary engineering looked at the hydrology, but there will be continued when we get into the design phase. During this phase we will find a way to maintain permeability in those areas.

Mary Louise asked if the proposed LNG Pipeline have anything to do with this alternative. Is there a correlation?

John said that this project is not being driven by the LNG project. This project has been going long before they envisioned LNG.

Theresa Norris asked why when you made all of the alternatives and you knew ahead of time that you can't go through the Wilderness, then why bother coming up with it?

John said that it isn't that that alternative is no good, but the process to develop the alternative started with a spaghetti map of things. This project has been going on for 30 years. Originally

the preferred alternative was the Juneau Creek Alternative. Part has been kept in there as SIRI has this ability to select land to make that Wilderness corner go away. They don't need to go to congress to make a land swap in this area. But it doesn't appear that there is any land swap suggested. It has to move forward to get to some kind of conclusion. Long standing alternative and there is potential. Even with Wilderness, it's not impossible, could go to congress, and president, but the likelihood is slim.

Mitch asked that the project you do is environmental mitigation, then it enters design, then that is when there will be more opportunity for people to comment. But at this point it is too premature?

Charlotte asked what the speed limit will be.

John said it would be 55.

6. Old business

a. CLCC Board seat election

One seat is still open. Tommy asked who would like to take the spot. As he would like to be done.

b. Logo design

Krissy will do if no one wants to.

c. Small Schools matter

Virginia presented on behalf of the parent advisory committee. We prepared some comments for the legislature. They was a proposal to change the limit of small schools to 25 students, currently we only have 10. Articles coming out suggest that it won't go through, but it isn't finalized yet. We are encouraging people to write letters to legislature in support of education and small schools. Remind them that small schools are important. Monday's crier will have information on how to write letters.

d. Maintenance Helen Rhodes Park

Chris Degernes went with her chainsaw and chopped down a few trees. Roger Elkins has been hauling them away a piece at a time. Laura Johnson said that Roger is dedicated and is doing a good job. Roger is fixing the area where the paths are.

7. New business:

a. 2016 Budget Approval

Virginia moved to approve the budget. Laura seconded. All in favor, none opposed.

b. Hall Rental Fee Schedule

Jessica Larsen presented that she has been doing the hall rental process for four years now. She is coming to seek approval for new rate class. It is a difficult distinction as to who should have a local rate and who shouldn't. The proposed new rate class is for \$300/day for non-voting resident rates. Which is for someone who owns property, but is not a registered voter or who has a PO Box, employment, or a long term rental agreement.

Virginia moves to approve. Cheryle seconded. None opposed.

Softball: Tommy reminded us that last year we had a small committee run by Arden Rankin who ran the split the pot activity. CLES took over food and concessions. Cheryle asked if anyone would be interested in running split the pot. Arden agreed to do it again. The dates are Thursday 26th of May to June 4th. Regatta may be moved to May 28th.

8. Announcements:

a. Federal Highways Public Meeting February 17, 2016 5-7pm CLCC

b. "Celebration of Life" Potluck for Carl Allendorf February 13, 2016

Time has been set at 4pm. Pot luck at 4 pm. Carrie suggested that we give him a family a plaque in remembrance. When we talk about being short on volunteers, he was always there. Young man who was great service to the community.

c. Gun Club

Having a fund raiser, April 30th at Sunrise. Limited number of tickets, doors open at 5:30. Poster will be around town. Look at website for more details. Doing a raffle right now for prizes. Get tickets from Laura of Lisa. Looking for funds for future moves. Have to hold banquet to get money from NRA. \$50 dollars to the event and \$100 for 5 raffle tickets.

d. George Papas

Transcript is about the Ninlichick tribe who is suing the subsistence board. Ann Hanson sent the blurb about it to us. The request for reconsideration saw 730 letters against the gillnet. The letters have to be analyzed and if they meet the criteria then they have to find a new alternative.

9. Adjourn at 8:45.

Next meeting March 24,2016