



Meeting Notes

Subject	Indirect & Cumulative Impacts Meeting		Sheet 1 of 3
Project Number	21132		
Meeting Date	April 25, 2005	Meeting Location	HDR Alaska, Inc.
Notes by	Bill Chopyk, HDR	Office	Anchorage
Attendees:	Robin Senner, URS Corp. Fairbanks	Cassandra Allwell, USDOT Volpe Ctr	William Greene, KABATA
Michael Kylko, EPA Seattle	Elaine Somers, EPA Seattle	Edrie Vinson, FHWA	Dale Paulson, KABATA
Stefanie Ludwig, SHPO/DNR-OHA	Kevin Doyle, HDR	Robin Reich, HDR	John McPherson, HDR
Topics Discussed	Project Orientation, Project Region	Natural Environment, Environmental Impacts	Transportation/Land-Use Modeling

Kevin Doyle introduced the project to the group, explained some of the project history, and described the constraint mapping performed for locating a crossing over Knik Arm.

John McPherson presented the transportation planning process. The Institute of Social & Economic Research (ISER) is preparing the economic growth model & population projections, based on economic assumptions validated by stakeholder interviews and the Economic Working Group. That information, when completed, will be fed into Anchorage's Land Use Allocation model taking into account the latest long range transportation plan (LRTP) for the Municipality of Anchorage (MOA), and the QRS2 traffic model for the Matanuska-Susitna Borough (MSB). Growth and land-use patterns in the MSB will be prepared following the Delphi technique and Plan Builder software program to map growth scenarios in the MSB. John also discussed the household survey conducted by Northern Economics.

Michael Kylko noted an awkward demarcation of the South West MSB Region taking in a portion of the Susitna Flats Game Refuge area. He stated that no growth would occur there. John McPherson explained that the boundary line to the Little Susitna River follows the census tract boundary and that's why it is shown on the map that way, but agreed that no human population would be allocated in the Susitna Flats Game Refuge.



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Michael Kylko stated that the cost for providing municipal services go up exponentially as the service area radius extends away from population centers, as seen in the Seattle area. He stated his concern with mitigating land-use impacts when there is little land-use control in the MSB. He gave an example “The West Eugene Wetlands Development Plan” in Oregon where the State of Oregon was able to work with the County in controlling land-use and growth impacts. Michael stated that there must be a viable, plausible method of mitigating land-use impacts.

Michael Kylko opined that the bluff on-ramps may have a lot of aquatic impact and that some kind of filter system would be needed to get through the large land area of the crossing.

Elaine Somers referred to a February memorandum from Mary Peters, FHWA providing direction for reasonable analysis and mitigation of cumulative impacts. She thought the memo was dated on or about Feb. 7, 2005.

Elaine Somers questioned how to fund or otherwise encourage the MSB to control land-use and development.

John McPherson replied that the wetland areas in the MSB are much more difficult and costly to develop, and require an Army Corps of Engineers (ACOE) permit. Those factors create a disincentive to developing wetland areas. If we end up with adequate capacity to accommodate forecasted growth on suitable land, then the wetlands would see less growth pressure and could remain undeveloped.

Kevin Doyle responded to questions about purpose and need. The purpose and need is evolving and still being refined based on input from agencies and communities. Alternatives will flow from purpose and need.

Michael Kylko raised a rhetorical question that if development is a purpose (which it is) shouldn't its impacts be directly assessed? Use empirical evidence to assess it.

Elaine Somers said that the “induced travel calculations” are extremely important to get at the extent of new growth, not just a change in the timing of when development occurs. Also make sure the growth model includes changes in travel times.

John McPherson described the travel time maps that were prepared to show the change in travel times from the MSB to the MOA.



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Robin Reich described the process of coordination with the Alaska tribes. There are four tribes that we have worked with. Tribes control a large amount of land in the region.

Michael Kylko stated his belief that the changing pattern of development is a huge issue, and a vision is needed for how that development will occur.