Action:

MATANUSKA-SUSITNA BOROUGH
RESOLUTION SERIAL NO. 24-098

A RESOLUTION OF THE MATANUSKA-SUSITNA BOROUGH ASSEMBLY APPROVING 2025 FEDERAL LEGISLATIVE PRIORITIES.

Borough Action Priorities:

A. SUPPORT FOR WILDFIRE RISK REDUCTION DUE TO BEETLE-KILLED SPRUCE – The spruce bark beetle has killed thousands of acres of spruce trees within the Matanuska-Susitna Borough (MSB), causing residents to experience a significant economic, physical and emotional loss due to several devastating wildfires over the last several years. The MSB fully supports seeking State and Federal funding for harvesting/removing these trees as quickly as possible to reduce the danger of fire to MSB residents and businesses.

B. SUPPORT FOR THE FOLLOWING ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES (ADOT&PF) FEDERALLY FUNDED ROAD PROJECTS –

- **Community Transportation Program (CTP Award 2019)**
  - Hemmer Road Upgrade and Extension ($9.9M)
  - Hermon Road Upgrade and Extension ($14M)
  - Seldon Road Extension: Windy Bottom/Beverly Lakes Road to Pittman ($20.5M)
  - Trunk Road (Nelson Road) Rehabilitation and Bridge Replacement ($5.4M)

- **Community Transportation Program (CTP Award 2023)**
  - Bogard Road Safety and Capacity Improvements ($35.9M)
  - Seldon Road Reconstruction: Wasilla-Fishhook Road to Lucille Street ($22.4M)

- **Transportation Alternatives Program (TAP Award 2023)**
  - Inner and Outer Springer Loop Separated Pathway ($2.1M)
  - Palmer-Fishhook Separated Pathway: Trunk Road to Edgerton Parks Road ($13M)
  - Knik River Wayside Gold Star Families Memorial ($1.7M)

- **Highway Safety Improvement Projects**
  - Bogard Road at Engstrom Road/Green Forest Drive

- Church Road and Spruce Avenue intersection Flashing Beacon
- Palmer-Fishhook Road and Trunk Road Roundabout
- Wasilla-Fishhook Road and Spruce Avenue/Peck Street Roundabout

- **Resurfacing (1R) Projects**
  - Bogard Road Pavement Preservation
  - Church Road Pavement Preservation
  - Glenn Highway MP 66.5 to 92 Pavement Preservation
  - Old Glenn Highway, Outer Springer Loop, and Inner Springer Loop Pavement Preservation
  - Palmer-Fishhook Road MP 7-17 Pavement Preservation
  - Victory Road Pavement Preservation
  - Wasilla-Fishhook Road (Seldon Road to Tex-Al Drive)

- **Big Lake Road Rehabilitation - $25.8 Million**
  This project will rehabilitate the roadway from Milepost 0 to Milepost 9.1 and select portions of the shared-use pathway. Work includes drainage improvements, upgrades to roadside hardware, bridge improvements, and utilities.

- **Fairview Loop Road Rehabilitation & Pathway – $40.0 Million**
  Rehabilitate and construct safety improvements along Fairview Loop Road from Top of the World Circle to Cotton Drive in Wasilla. Construct a new multi-use pathway from Top of the World Circle to Fern Street. Work includes shoulder widening, roadside hardware, drainage improvements, and utilities.

- **Glenn Highway: Arctic Avenue to Palmer-Fishhook Road Safety and Capacity Improvements - $46.7 Million**
  Construct safety and capacity improvements on the Glenn Highway, Arctic Avenue to Palmer-Fishhook Road. Work may include improvements to the Palmer Fishhook intersection, pedestrian accommodations, and safety features. This effort will include analysis to evaluate safety and capacity on the corridor and will reconstruct approximately 1.75 miles of the existing two-lane rural road from Arctic Ave (Old Glenn/Bogard Rd) to Palmer-Fishhook Road to address capacity and safety deficiencies.

- **Knik-Goose Bay Road Reconstruction: Fairview Loop to Settler's Bay - $40 Million**
  Widen the road to a divided four-lane facility from Fairview Loop to Settler's Bay. Scope includes separated

bike/pedestrian facilities, appropriate safety engineering strategies such as rumble strips, and reducing/combining access points that are determined to be most effective at reducing crashes along the road.

- **Old Glenn Highway, Milepost 1 to 18**
  The Borough requests the DOT&PF designate the Old Glenn Highway as a highway safety corridor and fund the planning, design, and construction of a multi-phased improvement project to address traffic safety concerns and ensure adequate alternative access to interior Alaska. Resolutions from the Butte and South Knik River Community Councils support this action.

- **Parks Highway MP 52-57 Big Lake to Houston Reconstruction - $60.0 Million**

- **Parks Highway MP 57-70 Rehabilitation - $29.0 Million**

- **Parks Highway MP 99-163 Improvements and Railroad Creek Bridge Replacement - $50.8 Million**

- **Petersville Road Milepost 7 Moose Creek Bridge Reconstruction - $10.4 Million**

- **Vine Road Reconstruction: Knik-Goose Bay Road to Hollywood Road - $13.9 Million**
  Rehabilitate the existing two-lane rural road from Hollywood Road to Knik-Goose Bay Road. The road will be designed to accommodate ongoing traffic growth. Scope includes repairing the roadbed, drainage improvements, repaving, pedestrian accommodations, and possible Highway Safety Improvement Projects (HSIP).

- **Wasilla-Fishhook Main Street Reconstruction - $84.7 Million**
  Construct a one-way couplet in downtown Wasilla bounded by Bogard Road, Knik-Goose Bay/Main Street, Yenlo/Talkeetna Street, and the Palmer-Wasilla Highway. Work will consist of new road construction, lane reconfigurations, signals, new pavement, signing and striping, and sidewalks.

- **West Susitna Access Road - $76.4 Million**
  Construct a new road to and across the Susitna River, connecting the contiguous highway system to State

recreation lands west of the Susitna River. Construct a boat launch facility accessing the Susitna River.

C. KNIK ARM CROSSING – Pursue an alternate transportation corridor between the Anchorage Bowl and points north across the Knik Arm to ensure adequate safety, food security, emergency response, and economic opportunities for the region. The Knik Arm Crossing (KAC) will connect the State's two largest population centers and their road networks, ports, airports, and rail corridors. The KAC will provide a more direct, alternate route from the Borough (Point MacKenzie and beyond) to Anchorage and stimulate growth in the southern portion of the Borough. Socioeconomic studies performed for the Borough indicate that this area will experience significant growth, and investment in infrastructure to support that growth should begin now to avoid costly highway expansion as is currently being experienced on Knik-Goose Bay Road, Parks Highway, and Glenn Highway corridors.

D. SUPPORT FOR THE ALASKA LONG TRAIL – The Assembly adopted Resolution Serial No. 24-056 on May 21, 2024, supporting the proposed Alaska Long Trail, while maintaining Borough land authority and management where applicable, Borough retention of the right to exercise existing and future management plans and economic development opportunities, and Borough jurisdiction of management of all Borough trails and uses, and retention of traditional uses of existing trails that are motorized use.

E. TALKEETNA DIKE/REVETMENT - The Talkeetna revetment and dike protect the townsite of Talkeetna from suffering flood and erosion from three major rivers. Under Alaska law, the Matanuska-Susitna Borough cannot use general areawide tax revenue to maintain and replace this critical infrastructure. Rather, the voters in Talkeetna voted to create a Borough Service Area, which funds maintenance. While this service area encompasses all of Talkeetna, the tax base is insufficient for complete replacement or major repair of the revetment and dike. Since 2022, the Borough has been partnering with the US Army Corps of Engineers (USACE) for a study in anticipation of needing a major repair or replacement of the existing infrastructure under the Planning Assistance to States (PAS) program. This study evaluates the erosion from the channel migration of the Susitna and Chulitna rivers after the 2012 flood. The course change moved the velocity from a glancing sweep in front of Talkeetna to a full-frontal

assault on the land and community. The study's findings are provided in the December 2023 USACE report. This study provides only planning-level detail and does not include a detailed design for project construction or additional funding. The Borough also submitted a 2023 Congressionally Directed Spending request through Senator Murkowski's office for Susitna and Talkeetna River Erosion and Flood Control.

Due to severe flooding in September 2023, the Borough and State of Alaska declared a local disaster in Talkeetna, where flooding damaged and destroyed property, posing an imminent and severe threat to public safety, infrastructure, and property in the affected areas. The Borough completed emergency protective measures to reconstruct approximately 325 feet of revetment. The Borough submitted a request to the US Army Corps of Engineers requesting assistance via Section 14 of the Continuing Authorities Program (CAP) to develop and approve a project for construction. The emergency protective measures completed by the Borough are not a permanent solution.

Riverbank erosion continues to occur each year dependent upon environmental conditions and threatens vital infrastructure and properties within the community of Talkeetna. The Borough is providing maintenance of the dike and revetment as funding allows.

Additionally, the Borough is requesting consideration for a legislative change to the 2022 Water Resources Development Act (WRDA) bill for Section 8315 - Storm damage prevention and reduction, coastal erosion, and ice and glacial damage, Alaska. The request is to add ***riverine*** erosion as an eligible component of the legislation. Current language only allows for coastal erosion for Alaska communities, whereas riverine would assist communities experiencing erosion related to rivers and without coastline. The Borough could request Federal assistance with a 10% local match if approved. Current funding via Section 114 for small flood control projects has a cap of $10 million with a 35% local match requirement.

Borough Funding Priorities:

1. **WILLOW FIRE/EMS STATION - $5 MILLION**
   Willow needs a joint public safety building in the core area of the community along the Parks Highway corridor. The current facility, Station 12-1, consists of antiquated apparatus bays and a small classroom building recently condemned and deemed

unsafe. This new facility would be a joint complex to house the Willow Fire Department, a full-time Willow-based ambulance, and rescue services. This would also provide an area for law enforcement to utilize as needed. The Borough Assembly has appropriated $3.5 million for this project. The Borough is requesting a state match to assist the Borough in completing this facility. Otherwise, funding is only adequate to address EMS needs and will not allow the project's construction as designed. Additionally, the Borough has received $700,000 in funds for project design work from a State Legislative appropriation.

The current facility is inadequate for our existing public safety needs and cannot support the services required for the area's projected growth. Currently, there is no EMS support facility in the Willow area, and the fire station lacks necessary support facilities for responders. There is no training room, common living spaces, dorm rooms, or adequate showering facilities to clean up following an incident. An essential component of our cancer risk reduction plan for our fire-rescue responders is immediate decontamination of personnel and equipment following fires and related responses. A key element to reducing emergency response times is having a facility that responders reside in and can respond from immediately. The proposed facilities would fulfill this need well into the future. Rather than building two separate buildings, a single combined facility will save taxpayer funding and improve efficiency. Currently, the nearest EMS unit must respond to emergencies in Willow from the Big Lake area.

The proposed location is on the current lot occupied by Fire Station 12-1. The proposed design will incorporate the existing apparatus bays and other systems to reduce the total project cost. The Borough already owns this 16-acre lot with Parks Highway frontage in the heart of Willow. Using this location represents savings, as utilities and site work are already completed. Awarding the requested funding in conjunction with existing funding would complete the design phase and allow the construction of this facility, enhancing public safety for the community of Willow and the Parks Highway corridor.

2. SUBSTANDARD ROAD AND BRIDGE IMPROVEMENTS - $15 MILLION

The Borough is the fastest-growing area in Alaska. Many roads that were built decades ago, were not built to Borough standards, have substandard gravel bases, lack sufficient

right-of-way and sight distance, and are not designed or constructed for traffic that they carry. Improvements to these roads will ensure that the functionality and safety of the roads meet the proper classification and design standards. These roads are part of the community transportation plan and the Borough's Long Range Transportation Plan.

Numerous bridges on the Borough Road system have outlived their design life and require costly repairs or complete replacement. Several bridges received substandard sufficiency ratings on their most recent inspections. Work needed to bring the bridges into compliance with Federal standards range from riprap replacement to protect against the rivers and creeks they cross to complete replacement of bridges that are settling or have reduced structural capacity. Several bridges have reduced weight limits due to substandard design and gradual deterioration. This limits the type of vehicle that can use the bridges and hinders the operations and development of private properties that rely on those bridges for access. Bridges that are not maintained, will not support the weight of emergency response vehicles in the future. This project will make improvements that will extend the life of multiple bridges for at least another 30 years.

3. **FLOOD AND EROSION MITIGATION FOR SUSCEPTIBLE ROADS - $2 MILLION**

There are roads within the Borough that are susceptible to annual flooding and erosion. They have been identified but are too large a project to be improved using Road Service Area funds. These range from subdivision roads to large collector roads, which provide vital transportation links to residents' homes and businesses. Funding for this project would allow for the flooding and erosion to be mitigated through road realignment, raising the road embankment, installing armoring, installing larger culverts, and providing adequate ditches and drainage easements.

4. **JONESVILLE PUBLIC SHOOTING RANGE AND RESTROOM FACILITIES DESIGN AND CONSTRUCTION - $4 MILLION**

This is a new project for the State of Alaska Moose Range Jonesville Public Use Area. This high-priority recreation facility will provide safety for recreational shooters, other users, and community members neighboring the Jonesville area.

The State of Alaska Department of Natural Resources has built similar facilities in the Matanuska-Susitna Borough by creating Knik Public Use Shooting Range.

The Jonesville Public Use Area is a highly visited, multi-use area used year-round. Currently, shooting occurs in and around undesignated campsites, through main access trails and tracks, and along the Slipper Lake water body. The design and development of a designated shooting area or range with restrooms would provide critical human health and safety facilities to this recreation area.

5. RECYCLING MATERIAL TIPPING FLOOR AND REUSE CENTER - $2.5 MILLION

Build a tipping floor and reuse store to increase the collection of recycling collected from both commercial and residential customers for the community. This is an environmentally friendly measure that increases recycling opportunities and reuse of recyclable items, supports less use of the landfill by increasing the life of existing Municipal Solid Waste (MSW) disposal cells, and allows Vally Community for Recycling Solutions (VCRS) to focus more on specific types of recycling and reuse opportunities. This building will be similar in size and scope to the newly designed solid waste tipping floor. The concept is that recycling material collected from the community will go to this building, bailed and bundled for shipment outside Alaska. Some items will be reused in the community reuse store. Similar models generate $300,000 a year in revenue while decreasing landfill MSW cell space.

6. MATANUSKA RIVER PARK AND CAMPGROUND UTILITY REPLACEMENT AND UPGRADES: PHASE 1 - $3 MILLION

The Matanuska River Park and Campground, located at Mile 17 Old Glenn Highway, is a popular destination offering eighty-six (86) spaces for tents or RVs, a central comfort station, an RV dump station, picnic tables, grills, four (4) pavilions, playground equipment, a sand volleyball court, trails, 'pump park' for bike riding, river access, an observation deck, parking areas, a campfire area, and a group camping area.

Proposed upgrades include:

- Replacement of the electrical system, which has reached the end of its service life and is now characterized by frequent failures and increasing maintenance challenges. This system's age and the consistent breakdowns highlight the urgent need for replacement, which cannot be deferred

any longer. The planned upgrades will involve designing and implementing new, reliable system for electric service.

- Address the failing water facilities, including a thorough assessment of the current systems, which have become increasingly difficult and costly to maintain. The planned upgrades will involve designing and implementing new, reliable water service systems.
- Develop a forest management plan and provide sustained forestry services to support an FAA-approved safe glide path for the City of Palmer Airport operations. Land Management has the staff expertise to provide the necessary planning but will require forestry contractors to execute contract services. This will include felling, stump grinding, and replacement of ornamental and native tree species to maintain the park's traditional character.
- Expand and reconfigure the 'back-in' RV campsites to provide more space for campers. Additionally, significant tree felling in this area is required to support City of Palmer Airport safe glide path. Upgrades to the RV sites will allow rehabilitation of these impacted landscaped areas to maintain the traditional character of the park.
- Install an ADA-compliant bathroom upgrade to support visitor use.
- Connect to the City of Palmer's water and sewer systems to ensure more reliable utility services to the park.
- Additional project components will include obtaining necessary permits, coordinating with local utility providers, and restoring any areas of the park affected by the construction.

These improvements are essential for modernizing the park's infrastructure, ensuring reliable utility services, and enhancing the overall experience for all visitors.

7. INSTALL SOLAR PANELS ON ROOF OF NEW TIPPING FLOOR BUILDING - $1 MILLION

Install solar panels on new Central Landfill tipping floor building to create a renewable energy source for Landfill operations.

Adding solar to our new building will create a renewable energy source for the landfill. Landfills are obligated to lead the way in using renewable resources and to reduce and reuse items that otherwise would be thrown into the waste stream. This renewable energy can be used to operate the landfill and will reduce costs to operate. Reducing costs at

will lead to lower fees for the community. The new building is a perfect space to provide for this type of renewable energy.

8. TALKEETNA SEWER AND WATER HYDRANT EXPANSION TO IMPROVE FIRE PROTECTION COVERAGE - $350,000

Talkeetna Sewer & Water and the Talkeetna Fire Department are seeking to add fire hydrants to the Talkeetna Sewer & Water Service Area to increase safe, reliable, and timely fire protection of people and property, strengthen the Fire Department's ISO fire rating (the national standard for ability to suppress fires), improve drinking water quality, and efficiently identify and repair water leaks at a cost savings to rate payers.

Talkeetna Sewer & Water (TSW) currently has 35 fully operational fire hydrants within the TSW Service Area that provide primary fire protection for homes and businesses including three Mat-Su Borough-owned facilities and the Talkeetna Elementary School. The hydrants are also used for annual distribution system flushing and leak detection. There are several sections of the Service Area that do not meet the National Fire Protection Association's minimum required distance of 800' in residential areas and 500' in non-residential areas between hydrants for non-residential structures. Adding hydrants within the Service Area will improve response time, ensure proper fire flow to extinguish a fire, improve safety of fire personnel, and increase the likelihood of protecting people and property. Additional hydrants will also assist maintenance personnel for Talkeetna Sewer & Water by enhancing flushing procedures which will improve water quality and increase the coverage area for leak detection equipment resulting in faster leak identification and cost savings from water waste.

9. FISH PASSAGE - $1 MILLION

This request is for match money for United States Fish and Wildlife Service (USFWS) grants. These grants will replace culverts causing full or partial barriers at fish-bearing stream crossings on Borough-owned roads. These projects will help provide free movement for juvenile and adult salmon as well as other species. When these crossings are improved, the habitat ranges are expanded, enhancing the connectivity of waterways, which increases survivability for these anadromous fish, aiding the preservation of these species. The crossings are designed to withstand high flows, typically 100-year flood events, and improve the roadways over the crossings for

infrastructure longevity and safety. USFWS, Alaska Department of Fish and Game, and other regional partners have been vital in the success of these projects over the years.

10. PORT MACKENZIE RAIL EXTENSION (PMRE) PROJECT

The Borough is requesting funding to complete the PMRE construction. The PMRE will construct a new railroad approximately 32 miles long, extending from the railroad mainline near Houston, Alaska, to Port MacKenzie (Port), a deep draft seaport serving the world's largest ships. Port MacKenzie is strategically located on the opposite side of the Upper Cook Inlet from Anchorage and has ample landside space for bulk commodity storage, multimodal transfers, and unit train capabilities. The State of Alaska has already invested $184 million in funding for this project.

The requested funding would complete the construction of the rail extension to the Port, resuming work that halted in 2017 owing to a depletion of available funds. The Port is currently served only by truck. The PMRE would establish rail service at Port MacKenzie, the closest deepwater port to Interior Alaska, a region experiencing significant economic growth. This would enable exports of raw materials from Alaska to move by rail through the Port to global markets.

11. FLOOD MITIGATION ACQUISITION OF HIGH HAZARD AREAS - $2.5 MILLION

Inventory all floodway properties and analyze and prioritize the most at-risk areas for flooding and erosion. Offer a voluntary acquisition to maintain open space corridors and enhance flood risk reduction methods, including ice jam flooding, channel migration, and fish habitat enhancement. There are approximately 100 homes, with an estimated project cost of $20 million. $2.5 million represents our most critical needs and those homeowners expressing interest in buyouts.

12. NATURAL GAS TRANSMISSION LINE TO WILLOW - $47,600,000

Currently, ENSTAR Natural Gas Company provides gas service to customers across southcentral Alaska, with their northernmost customers near the southern edge of Houston, off Cheri Lake Road. To serve the remaining customers in the Houston area, ENSTAR could continue to extend its distribution (low pressure) mains to the north far enough to serve the remaining Houston customers that are not currently served. However, extending the distribution system farther north of Houston to serve additional customers in that direction is not feasible as the system would have difficulty meeting demand during

winter heating. The ENSTAR distribution system as it exists today in the Houston area is near its full capacity. Growth to the north that would complete service to all the Houston area, would require additional reinforcement of large diameter mains to help ensure that system pressures can be maintained during peak heating loads.

To extend gas service farther north to Willow, a transmission (high pressure) pipeline would be required to bring gas from ENSTAR's 20-inch diameter Beluga Pipeline north to the Willow area. With a transmission line to Willow, ENSTAR foresees installing a pressure regulator station (reg station) to drop the high-pressure gas to distribution pressures and feed into a local distribution system in Willow. If gas service to Willow should occur, then a second reg station could be constructed in Houston, as the new transmission line would pass through this area to feed into a new distribution system in the Houston area. This would also provide a redundant feed for gas to both current and new customers in the Houston and Big Lake areas. The existing system is fed only from ENSTAR's farthest north reg station near the Vine Road and Parks Highway intersection. Having a second station in Houston, would provide a second and redundant feed and significantly boost the reliability of service in a particularly cold part of ENSTAR's system.

ENSTAR has done a quick study to determine where distribution pipelines will be installed in the Houston and Willow areas and developed a pipeline alignment to route transmission pipelines through or to both areas. These cost estimates provided are non-binding and high-level estimates. Another noteworthy assumption for this estimate, is that there will be no significant unforeseen right-of-way or environmental challenges for underlying property owners along the proposed alignment that could impact schedule or costs. For example, the route for the Phase 1 portion of the project assumes that an alignment would be granted that is adjacent to the railroad bed currently owned by the Borough. If a permit is granted for this alignment and it is within the right-of-way, that could eventually become under the control of the Alaska Railroad Corporation, there could be costs that are not included in this estimate. In other words, ENSTAR has not included costs for a leasing fee or extra depth installation and assumes that it will not be asked to pay a leasing fee in the future for this right-of-way.

The estimate also assumes that ENSTAR will manage the work to the extent possible and reasonable, and utilize its workforce for the project's design, permitting, procurement, surveying, construction, and management.

It is best to look at the project in two phases to understand the costs.

Phase 1 - Gas to Houston $23,000,000:

- Construct an 8-inch diameter transmission line from Beluga Pipeline (near ENSTAR's MP39 facility on Ayrshire Road) to near the Parks Highway just south of the Little Susitna River (via railroad corridor; approximately 18.8 miles). This line would be rated for the same pressure (or higher) as the existing Beluga Pipeline and could move 30-40 million standard cubic feet per day (mmscfd) of gas to customers. The installation of this line in this portion of the route would be alongside the existing roadbed that is the intended location of a future railroad track. The land in this area is mostly swamp and black spruce, so a pipeline constructed here would be completed during winter months and would utilize the adjacent and existing gravel road prism as a construction work pad that would assist with construction traffic, material laydowns to help reduce construction challenges that would otherwise occur along a remote route where a road would be required to be built, or along an active road where precaution would be required to coexist safely with traffic.
- Install a large reg station in Houston near the intersection of the Parks Highway and the proposed railroad alignment. This station would be large enough to provide service to any new Houston area customers and other neighborhoods to the south.
- Construct a low-pressure distribution pipeline system in the Houston area. It is assumed that this area will serve all customers immediately north of the Cheri Lake Rd portion of ENSTAR's system to the Little Susitna River and continue north along the Parks Highway right-of-way, crossing the Little Susitna and serving businesses and residences along the highway corridor for approximately one mile. ENSTAR's estimate of mains to serve approximately 400 lots in this area will require 2, 4, and 8-inch pipe lengths of 15.5, 4.0, and 3.0 miles, respectively.

Phase 2 - Gas to Willow (contingent on completion of Phase 1) $24,600,000:

- Construct an 8-inch diameter transmission line from Houston to Willow following the Parks Highway corridor (approximately 13.7 miles). The pipeline would be installed within the Parks Highway ROW via a utility permit. The line would operate at the same pressure as the Beluga Pipeline and the Phase 1 pipeline and would be able to deliver up to 30 mmscfd of gas to Willow.
- Install a large Reg Station in Willow near the intersection of the Parks Highway and Willow Fishhook Road. This station would be large enough to serve any Willow area customers and accommodate growth in any direction.
- Construct a low-pressure distribution pipeline system in the Willow area. It is assumed that this area will comprise all customers within and around the perimeter of Willow Creek Parkway, N Crystal Lake Road, Long Lake Road, Winter Park Road, and the Parks Highway. ENSTAR's estimate of mains to serve approximately 530 lots in this area will require 2, 4, and 8-inch pipe lengths of 40.8, 10.8, and 4.0 miles, respectively.

This is supported by Assembly Resolution Serial No. 21-115.

ADOPTED by the Matanuska-Susitna Borough Assembly this - day of -, 2024.

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EDNA DeVRIES, Borough Mayor

ATTEST:

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LONNIE R. McKECHNIE, CMC, Borough Clerk

(SEAL)