

Amended: 10/18/22

Adopted: 10/18/22

**MATANUSKA-SUSITNA BOROUGH
RESOLUTION SERIAL NO. 22-097**

A RESOLUTION OF THE MATANUSKA-SUSITNA BOROUGH ASSEMBLY APPROVING
STATE LEGISLATIVE PRIORITIES FOR FISCAL YEAR 2024.

Borough Action Priorities:

**A. SUPPORT FOR DEPARTMENT OF TRANSPORTATION AND PUBLIC
FACILITIES ROAD PROJECTS -**

- **Seward Meridian Parkway Extension North, Phase 2 (Palmer-Wasilla Highway to Seldon Road) - \$57 Million**

The project will upgrade the borough's current two-lane road with no shoulder to a four-lane road with shoulders, a separated path, a bridge over Cottonwood Creek, and safety improvements at intersections. Phase 2 will extend from the Palmer-Wasilla Highway to Seldon Road and will positively impact school access for five area schools. Construction is expected to commence in 2023.

- **Community Transportation Program Mat-Su Borough (MSB) Projects (projects already underway) - \$32.9 Million**

- Hemmer Road Extension and Upgrade to Bogard Road
- Hermon Road Extension and Upgrade to Palmer-Wasilla Highway
- Seldon Road Extension, Phase II (Windy Bottom to Pittman Road)
- Trunk Road Extension South, Phase III (Wasilla Ck. Bridge)

- **Knik-Goose Bay Road Reconstruction (Fairview Loop to Vine Road) - \$50 Million**

This segment is funded with federal dollars. Construction of the Fairview Loop to Vine Road segment (part of Phase II) is anticipated to start in 2024. This effort will expand the corridor to a four-lane, divided roadway with a separated multi-use pathway on the north side.

- **Glenn Highway MP 34-42, Phase 2 (Parks Highway Interchange to South Inner Springer Road) - \$45 Million**

Reconstruct this segment of the Glenn Highway to four lanes with shoulders and separated pathway. Accommodate turning movements and add traffic and safety

improvements as necessary. Right-of-way acquisition and utility relocation underway; Construction will start in 2023.

- **Wasilla-Fishhook, Main Street Rehabilitation - \$47 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, a new at-grade railroad crossing, lane reconfigurations, signals, new pavement, signing, striping, and sidewalks.
- **Highway Safety Improvement Projects - \$41.8 Million**
 - Bogard Road/Engstrom Road/Green Forest Dr. roundabout
 - Church Road and Spruce Avenue intersection flashing beacon
 - Palmer-Fishhook Road and Trunk Road roundabout
 - Pittman Road shoulder widening and slope flattening
 - Vine Road and Hollywood Road intersection improvements
 - Wasilla-Fishhook Road and Spruce Avenue/Peck Street roundabout
- **Fairview Loop Rehabilitation - \$54.3 Million**
The proposed scope will include rehabilitation of Fairview Loop pavement, widening of shoulders, and construction of a separated pathway from Top of the World Circle to Fern Street. In addition, the project will also include spot safety improvements from Marble Way to South Bearing Tree Lane. Utility relocation and construction is anticipated to occur in the 2024-2026 time period.
- **Vine Road Reconstruction, Knik-Goose Bay Road to Hollywood Road - \$12.8 Million**
Project will reconstruct 0.6 miles of the existing two-lane rural road from Knik Goose Bay Road to Hollywood Road to address the increase in traffic volumes. Scope includes right-of-way acquisition, paving, signage, drainage improvements, intersection improvements, Americans with Disabilities Act improvements, utility relocation, and safety improvements as warranted. It may include associated 8-foot shoulders, turn lanes, and pedestrian pathway. Construction is anticipated in 2027.
- **Parks Highway Alternative Corridor, Planning-Environmental Linkage Study - \$5.2 Million**
Project will investigate options to improve mobility in the Wasilla area on or around the Parks Highway between

its intersection with the Glenn Highway and MP 54 (approximately 2 miles beyond the Big Lake Road and Parks Highway intersection).

- B. **FULL COMPLEMENT OF TROOPER STAFFING AND PRESENCE IN THE MAT-SU VALLEY EQUALING 71 SWORN OFFICERS** - University of Alaska Anchorage Justice Center report of February 22, 2018, recommends a total of 71 sworn staff. We support this goal.
- C. **CONTINUED SUPPORT FOR THE WEST SUSITNA ACCESS ROAD** - Design and construct an access road to open up vast acreage in the west side of the Borough to agriculture, commercial use, forestry, materials extraction, public recreation, resource management, and settlement. The road will help develop the area between the Little Susitna (Little Su) and Susitna (Big Su) Rivers, opening approximately 200,000 acres. The project also puts the State near the doorstep of 6 million acres of land on the other side of the Big Su with oil and gas, mineral, agricultural, timber, and many other resources.
- D. **SUPPORT FOR STATE FORESTRY TO IMPLEMENT A PROGRAM TO HARVEST/REMOVE BEETLE KILLED SPRUCE TO REDUCE FIRE HAZARD** - The spruce bark beetle has killed thousands of acres of spruce trees within the Borough, causing residents to experience great economic, physical and emotional loss due to a number of devastating wildfires over the last several years. The Borough fully supports the State in seeking State and Federal funding for the harvesting/removing of these trees as quickly as possible to reduce the danger of fire to Borough residents and businesses.
- E. **SUPPORT FOR USER-FRIENDLY TRANSPARENT HEALTHCARE PRICING INCLUDING ADOPTION OF A STATE ALL-PAYER CLAIMS DATABASE** - An All-Payer Claims Database (APCD) in Alaska, was introduced in the State Legislature in 2021. The Alaska Health Transformation Project identified the establishment of an APCD in Alaska as a critical step in helping understand health spending trends, utilization and pricing variation, and would require insurers and providers to submit non-identifying health data to be aggregated for policy analysis and cost trends. There have been attempts at the national level to make healthcare pricing more transparent, including the recently adopted Hospital Price Transparency Rule which took effect in January of 2021 and requires medical providers to make pricing information available publicly. However, to date, many providers are not disclosing information, or have done it in formats on their website that are time consuming

and difficult to use and not easily comparable to other providers.

- F. SUPPORT FOR THE ALASKA LONG TRAIL** - The Assembly adopted Resolution Serial No. 21-045 on May 18, 2021, supporting the proposed Fairbanks to Seward multi-use trail also known as the Alaska Long Trail. The Alaska Long Trail is an initiative sponsored by a coalition of partners and led by Alaska Trails that seeks to establish a 500-mile trail from Seward to Fairbanks.
- G. SUPPORT FOR THE JONESVILLE PUBLIC USE AREA MANAGEMENT PLAN AND AGREEMENT** - The Alaska State Legislature established the Jonesville Public Use Area. The Assembly supports the Alaska State Department of Natural Resources in creating and implementing a management plan for the Jonesville Public Use Area to include a management agreement with the Borough.
- H. SUPPORT FOR MODIFYING AS 34.08 - COMMON INTEREST OWNERSHIP ACT** - Support to require common interest communities to conform with local platting authority subdivision regulations. AS 34.08 allows for the subdivision of land into "units" and "common elements" without any oversight by local government. Units resemble lots and can ignore minimum sizes for the safe attenuation of septic generated. Common elements resemble roadways and often do not provide for interconnectivity and create unsafe conditions due to substandard widths and geometric design.
- I. SUPPORT FOR CORPORATE TAX HOLIDAY FOR PORT MACKENZIE DISTRICT** - The Borough Assembly supports incentivizing private investment into the Port MacKenzie District through tariff rates and local tax incentives and is also requesting State support for creating a State corporate tax holiday for up to 15 years for companies that choose to invest in Port MacKenzie.
- J. SUPPORT FOR ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES (ADOT&PF) MAINTENANCE FACILITY IN THE MAT-SU VALLEY** - The Borough supports the construction of a new ADOT&PF maintenance facility in the core area. The new shared Maintenance and Operations (MandO)/State Equipment Fleet facility (SEF) planned to be constructed on South Endeavor Street at approximately mile 3 of Knik-Goose Bay Road will significantly enhance the capabilities of the ADOT&PF MandO section by providing right-size vehicle equipment stalls, bays, storage rooms and shared common areas as well as a

location more central to the Borough's population. The services provided by MandO and SEF have significantly outgrown the existing facility size, resulting in inefficiencies in operations. By constructing a new facility, current asset maintenance technology systems will be incorporated providing for enhanced safety features as well as energy efficiency technologies allowing for significantly reduced costs per square foot for occupancy. With the largest increase in population forecasted in the State of Alaska occurring in the Mat-Su Valley, construction of this new facility will result in the optimum service level to fleet customers in the Mat-Su area and ensure the movement of goods and services throughout the valley.

- K. SUPPORT FOR ALASKA LIQUEFIED NATURAL GAS (AKLNG) -** Alaska LNG will use clean, energy-efficient, and safe production methods to deliver a stable supply of natural gas for commercialization and for in-state distribution. The Borough Assembly supports this project, being developed by the Alaska Gasline Development Corporation. Alaskans need a long-term and affordable source of natural gas for home heating, power generation, and industrial needs.
- L. PORT MACKENZIE RAIL EXTENSION MULTI-MODAL TRANSPORTATION CORRIDOR -** The Port MacKenzie Rail Extension project was funded by direct grants from the Alaska Legislature from FY2008 through FY2015 totaling \$184 million. As the Borough continues to explore options to advance a transportation corridor, the Borough needs to pursue flexibility to explore using the corridor for an alternate mode of transportation. Subject to funding, the corridor can be completed and used as a rail. Alternatively, the corridor could be used in other ways such as a pathway, recreational trail, seasonal road, industrial road, or a public road. Alternate use could be temporary, pending rail completion, or could develop into a use that is more permanent in nature. This legislative priority will be to obtain the necessary changes to prior legislative grants to allow for multi-modal use of the corridor.
- M. KNIK ARM CROSSING - FUNDS TO BE DETERMINED BY THE ALASKA STATE DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES -** The Knik Arm Crossing (KAC) will provide connectivity between 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 Matanuska-Susitna Borough (MSB). Socioeconomic studies performed for the MSB indicate that this area will experience significant growth, and investment in infrastructure to support that growth should begin now in order to avoid costly highway expansion as is currently being experienced on Knik-Goose Bay Road, Parks Highway, and Glenn Highway corridors.

N. STATE LAND TRANSFERS TO THE MAT-SU BOROUGH - The Borough continues to see major growth in the development of its land and natural resources. As part of the Alaska General Land Grant, the Borough was entitled to approximately 355,000 acres of land as part of its Municipal Entitlement. Borough lands are used for public facilities and schools as well as to generate revenue through land and resource sales, leases, and permits. Along with the population increases within the Borough, we have witnessed increasing demand for land to use for public facilities and schools, public/private partnerships for commercial lease sites, agricultural parcels, and residential and recreational subdivisions. Furthermore, there is a demand for resources, such as timber, rock, and gravel materials. As a result, the Borough has disposed of most of its developable acreage along the road system, primarily in core growth areas near and within the communities of Palmer, Wasilla, Houston, and Willow. As it currently stands, the vast majority of remaining Borough owned entitlement lands are located in remote inaccessible areas of the Borough that will likely never be developed due to the Alaska Department of Natural Resource's survey requirements, accessibility, and high construction costs. In an effort to meet demand and provide the public with opportunities for the development of Borough land, the Borough seeks acquisition of additional State owned land, namely developable properties on the road system that are located near infrastructure and utilities. With additional land entitlement, the Borough would be well-positioned to meet the needs of the public, address growth, and plan for the future. The Borough has been aggressive in actively managing its lands in terms of material resource sales, spruce bark beetle mitigation, and recreation area development. In addition, annual land sales programs have been booming in recent years. However, the Borough's land inventory of desirable lands has dwindled and obtaining additional State lands would create an opportunity for more development, benefitting both the Borough and the State of Alaska.

O. FISHERY MANAGEMENT

- Support collaboration between the state and federal fisheries management to reduce bycatch
- Increase funding for fish weirs in the Mat-Su borough and increase genetic sampling to improve salmon management
- Full match federal funds from license fees to maximize federal dollars for fish and game
- Hold Alaska state board of fisheries meetings at a neutral site such as anchorage, rather than in the Mat-Su borough or Kenai Peninsula Borough
- Maintain the conservation corridor for salmon.

BOROUGH FUNDING PRIORITIES:

A. FULL FUNDING FOR SCHOOL BOND DEBT REIMBURSEMENT - \$17,252,568

The school bond ballot passed in 2011 permitted the Matanuska-Susitna Borough to construct a new secondary school in the Knik community; a new alternative high school in Palmer; a new school in the Wasilla area to meet the needs of Special Education students; an addition to the Career and Technical High School; two new elementary schools in Wasilla and the Knik community; and address many deferred maintenance items. New school construction was necessary to address significant population growth. Due to this ballot measure, the Borough's debt service payments continue through 2035.

One of our greatest challenges to developing an economical budget that delivers the services our citizens' demand is the unpredictability in previous years for fully funding State school bond debt reimbursement. The Borough appreciates the State repayment of previous years this past fiscal year and requests continued support for fully funding this program. This represents \$17,252,568 for the Mat-Su this coming fiscal year.

B. ARCTIC WINTER GAMES 2024 - \$2 MILLION

The Arctic Winter Games is a biennial event shared among seven Arctic Nations that has taken place for the last five decades, with the State of Alaska being one of the founding contingents. The host community rotates on a set schedule amongst the permanent contingents, meaning, at most, an Alaskan community is chosen once every ten years. The Mat-Su 2024 Arctic Winter Games Host Society (AWGHS) is striving for excellence in hosting this event. The Borough Assembly is requesting the State contribute additional funds to support this world-class event. The State has already contributed \$2

million, which is the same amount historically given to Arctic Winter Games in previous decades. An additional \$2 million is necessary to accommodate for increased costs and staffing needs to build capacity for this event. In many cases, quotes for supplies and services are double what was budgeted for previous games.

C. PORT MACKENZIE RAIL EXTENSION PUBLIC ROAD UPGRADE - \$30 MILLION

Project would extend from Millers Reach Road to Ayrshire Road and would consist of upgrading the existing rail embankment and bridges to be capable of carrying two lanes of vehicular traffic with signage and safety improvements. This would also provide short-term maintenance funding for the Borough and City of Houston and funding to re-negotiate a permanent easement along a portion of segment 5 of the project.

D. METROPOLITAN PLANNING ORGANIZATION - \$1 MILLION

The Borough is requesting funding from the Alaska Legislature in the amount of \$1,000,000 to initiate the development of the Metropolitan Transportation Plan (MTP) and the short-term Transportation Improvement Program (TIP).

This funding would also be used to complete required plans including the Public Participation Plan (PPP) and the Unified Planning Work Program (UPWP); hire an Executive Director to manage the organization in anticipation of receipt of annual federal planning funds; provide start-up membership fees for the State of Alaska ADOTandPF, and others, to become policy board members; provide the non-federal share for planning funds; and operate the Metropolitan Planning Organization (MPO).

Our estimate for funding to complete planning and support the operations of the new MPO is based on costs from Anchorage Metropolitan Area Transportation Solutions (AMATS) and Fairbanks Area Surface Transportation (FAST). Without this funding, we will not meet the federal government's formation timeline, and the Mat-Su Borough MPO will not begin operations until Fiscal Year 2025. This is a one-time request to establish the organization whereby federal funding will be utilized to sustain operations.

E. WILLOW FIRE/EMS STATION - \$5 MILLION

Willow is in need of 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, which was recently condemned and deemed unsafe to use. 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.

The current facility is inadequate for our existing public safety needs and does not have the capacity to support services required for the projected growth of the area. At this time there is no EMS support facility in the Willow area and the fire station lacks support facilities for responders. There is no training room, common living spaces, dorm rooms or even adequate showering facilities to clean up following an incident. An important 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 component to reducing response times to emergencies is having a facility that responders are residing in and able to 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.

The proposed location is on the current lot occupied by Fire Station 12-1. This is a 16-acre lot with Parks Highway frontage in the heart of Willow and is already owned by the MSB. Using this location represents savings as utilities and site work are already completed.

F. EDUCATION SUPPORT:

- **Increase Foundation Formula Funding by adjusting the Base Student Allocation (BSA) in successive years to support a multi-year funding plan. Increase the Base Student Allocation by \$120 in FY 2024. [AS 14.17.470]**

The State of Alaska's Foundation Formula Program represents the largest revenue source for the Mat-Su Borough School District. The BSA must be adjusted over time to ensure funding is protected against inflationary pressures. Alaska Consumer Price Index (CPI) is at a 30-year high and the BSA has not been increased in six years (since Fiscal Year 2017). The proposed adjustment represents a 2% increase.

- **New School Construction for Charter Schools (3 sites) American Charter School, Birchtree Charter School, and Academy Charter School**

With the suspension of the School Bond Debt Reimbursement Program, the Mat-Su Borough School District seeks State funding to support a portion of the new school construction for American Charter Academy, Birchtree Charter School, and Academy Charter School. The existing building and infrastructure are inadequate to accommodate the school population or plans for expansion. Current lease agreements have or are set to expire within the next few years and the Mat-Su Borough has designated land for each of the aforementioned projects.

American Charter Academy - \$13.5 Million. The new location is a 20-acre parcel, near the intersection of Church and Seldon Roads. The approved location allows for improved traffic circulation, student safety, and has adequate outdoor space to accommodate recreational needs. The proposed building will be 24,000 SF, two-story, light commercial construction, and house an estimated 250 students and 20-25 staff members.

Birchtree Charter School - \$24.3 Million. The new location is a 68-acre parcel adjoining Shaw Elementary School. The location is in a large, wooded area that would allow for improved traffic flow and accommodate outdoor learning opportunities. The proposed building will be 45,000 SF, two-story, light commercial construction, and house approximately 400 students and 40-45 staff members.

Academy Charter High School - \$24.5 Million. In 2022, the MSBSD School Board and State Board of Education approved the expansion of Academy Charter School to include 9th-12th grade, with a proposed opening of August 2023. Academy's current classroom space is used for instruction of 258 Kindergarten through 8th grade students and 30 staff members. A new facility is needed to house the high school program. The proposed building will be 39,500 SF, light commercial construction, and house approximately 250 students and 25 staff members. The existing site is large enough to accommodate expansion of the high school and additional parking.

- **Adjust the per student funding for pupil transportation services on an annual basis. The revenue adjustment factor should continue to be the Alaska Consumer Price Index (CPI) as compiled by the United States Department of Labor, Bureau of Labor Statistics. [AS 14.09.010(a)]** The State of Alaska has not adjusted per pupil funding since 2015. Most, if not all, pupil transportation contracts within the State

of Alaska are adjusted annually based on Alaska CPI. When the State does not adjust per pupil funding accordingly, expenses outpace revenue. This revenue shortfall requires school districts to subsidize their pupil transportation program with operating funds previously allocated to the classroom.

- **Support for ending the School Bond Debt Reimbursement Moratorium** - The Borough Assembly passed Resolution Serial No. 22-046 on May 3, 2022 in support of ending the moratorium on school bond debt reimbursement that went into effect on January 1, 2015. Thereafter, the program moratorium was extended to July 1, 2025. Schools, including construction and major renovation of school buildings, comprises a major portion of local expenditures. Ending the moratorium and allowing local governments to once again engage in 70 State/30 Borough split for school bond debt reimbursement qualified projects. cost sharing with the State will return to the historical framework which was in place for decades, provide safe and efficient schools for children in Alaska, and restore a portion of the Alaska Legislature's constitutionally mandated duty to provide for public schools.

G. SAFE STREETS AND ROADS FOR ALL - \$500,000

Develop a comprehensive safety action plan in accordance with federal guidelines that leads to an eventual goal of zero roadway fatalities and serious injuries as well as providing for eligibility to receive Federal implementation funding for safety projects over the next four years.

H. 2022-2023 COMMUNITY TRANSPORTATION PROGRAM (CTP) - \$30 MILLION AND ALASKA TRANSPORTATION ALTERNATIVES PROGRAM (ATAP)- \$10 MILLION

I. FLOOD AND EROSION MITIGATION FOR SUSCEPTIBLE ROADS - \$3.5 MILLION

There are roads within the borough which are susceptible to annual flooding and erosion which 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.

J. TALKEETNA WATER AND SEWER LINE REPAIRS AND SYSTEM UPGRADES - \$4.75 MILLION

The water and sewer lines in Talkeetna were installed in the 1980s and 1990s and some of the older lines leak, which can have significant negative financial impacts. Drinking water leaking from pipes is a waste of water and its associated treatment costs, while groundwater leaking into the sewer system can result in added wastewater volume and costs. This project will include investigation of the pipes and identification of leak locations, so that the appropriate repairs or replacements can be made. The project will consider other water line improvements, such as extending lines to create loops to improve system pressure and response to emergency fire demands. Additionally, the water treatment facility needs well and tank upgrades to improve production and increase storage capacity, as well as a modern alarm system. The facility also needs a separate chemical storage building to protect the water system metal components from on-going chemical corrosion.

K. ALASKA RAILBELT CLEAN ENERGY TRANSPORTATION INFRASTRUCTURE PROJECT - \$203.9 MILLION

The Matanuska-Susitna Borough (MSB), Fairbanks North Star Borough (FNSB), Interior Gas Utility (IGU), and the Alaska Rail Road Corporation (ARRC) have partnered to extend the existing rail line from the Parks Highway to the Interior Gas Utility (IGU) Titan liquefaction plant (Titan plant) owned by FNSB. This project would complete the northern segments of the MSB Port MacKenzie Rail Extension (PMRE) project allowing for the transportation of Liquefied Natural Gas (LNG) via rail versus via the road system from the Titan plant to Fairbanks and North Pole storage facilities.

The Alaska Railbelt Clean Energy Transportation Infrastructure Project consists of three component projects that have been designed to enable lasting economic development opportunities and benefits throughout the region. This concept includes:

1. Expanding LNG capacity at the publicly owned Interior Gas Utility (IGU) Titan plant in Point MacKenzie from 50,000 gallons per day to 150,000 gallons per day. This segment of the project is estimated to cost \$75.9 million and has advanced to 65 percent design.

2. Completing 18 miles (of 33 total) of the PMRE, which will allow LNG to be shipped 346 miles by rail to Fairbanks and

North Pole, Alaska versus 358 miles by truck, increasing fuel efficiency and reducing greenhouse gas emissions by up to 75-percent. This segment of the project is estimated to cost \$96.1 million and all State and Federal permits have been acquired, engineering design for the remaining rail work is nearly finished, and right-of-way acquisition is substantially complete.

3. Completing rail spur connections to the Titan plant and to IGU storage and vaporization facilities in Fairbanks (Peger Road) and North Pole (Laurance Road). This segment of the project is estimated to cost \$31.9 million.

The completed PMRE will bring \$184 million in State investment into production, creating jobs, reducing energy and transportation costs while also improving air quality. It is also expected to increase the efficiency of shipping bulk commodities and materials to and from Interior Alaska, and to provide direct rail access for LNG shipments from Cook Inlet to Fairbanks and North Pole. Combined, the component projects will allow for natural gas to be transported more than 346 miles by rail versus (currently) 358 miles by truck to Fairbanks, North Pole and other communities across the rail belt. This project will increase the available supply of natural gas and will reduce energy costs for industry and residential customers in Interior Alaska communities. With increased natural gas supply, the region will realize additional opportunities for natural gas conversion, which will aid in achieving air quality attainment.

The three component projects are in varying stages of design, environmental studies, and permitting however, all State and Federal permits for the PMRE have been acquired, engineering design for the remaining rail work is nearly finished, and right-of-way acquisition is substantially complete.

L. COMPLETION OF PORT MACKENZIE RAIL EXTENSION (PMRE) - \$190 MILLION

Project scope would include final design and construction of Segment 2 and final design, survey and construction of sub-ballast, rail, ties, ballast, and signal/communications installation for Segments 1-5. This rail extension from the Alaska Railroad mainline to Port MacKenzie will provide a shorter rail route from interior Alaska to tidewater, which in turn will substantially boost the export of Alaska's minerals and natural resources helping diversify the statewide economy.

The completed PMRE will bring \$184 million in State investment into production, creating jobs, reducing energy and transportation costs while also improving air quality. It is also expected to increase the efficiency of shipping bulk commodities and materials to and from Interior Alaska, and to provide direct rail access for Liquefied Natural Gas (LNG) shipments from Cook Inlet to Fairbanks and North Pole.

M. FISHERY PROTECTION - \$2.5 MILLION

A strategic research, monitoring, and evaluation plan for the Upper Cook Inlet (completed in 2015) identified several informational gaps in local fisheries management. Many of the identified gaps resulted in funded projects. This work illustrates the need for additional funding of genetic stock analysis, economic impact studies of sport fishing, fishery management weirs, and control of aquatic invasive species. A segment of these monies will also help continue the Matanuska-Susitna Borough fish passage culvert replacement program that over the last 20 years has opened up significant habitat to anadromous fish.


N. SUBSTANDARD ROAD AND BRIDGE IMPROVEMENTS - \$25 MILLION.

The Matanuska-Susitna Borough is the fastest growing borough in the state of Alaska. Many roads built decades ago were not built up to appropriate standards, lack sufficient right-of-way and sight distance, and are not designed or constructed for the amount of traffic on the roads. Improvements to these existing roads will improve the functionality and safety for the travelling public. These roads are part of the community transportation plan and the Matanuska-Susitna Borough's Long Range Transportation Plan. Numerous bridges on the Borough's road system have also outlived their design life and require costly repairs or complete replacement. Work needed to bring the bridges into compliance with federal standards range from riprap replacement to protect against the rivers and creeks that they cross, to full replacement of bridges that are settling or have reduced structural capacity. Several bridges have reduced weight limits because of substandard design and/or gradual deterioration, which limits the type of vehicle that can use the bridges hindering the development of private properties that rely on the bridges for access. This funding will make improvements to the existing road system, particularly in rural communities with a limited tax base, and extend the life of multiple bridges.


ADOPTED by the Matanuska-Susitna Borough Assembly this 18 day
of October, 2022.


EDNA DeVRIES, Borough Mayor

ATTEST:


LONNIE R. McKECHNIE, CMC, Borough Clerk

(SEAL)



PASSED UNANIMOUSLY: Hale, Nowers, McKee, Yundt, Tew, Sumner, and
Bernier