

Amended: 10/18/22  
Adopted: 10/18/22

**MATANUSKA-SUSITNA BOROUGH  
RESOLUTION SERIAL NO. 22-098**

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

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**Borough Action Priorities:**

**A. SUPPORT FOR MARITIME ADMINISTRATION PORT INFRASTRUCTURE  
DEVELOPMENT PROGRAM (PIDP) GRANT APPLICATION -**

On September 6, 2022 the Borough Assembly approved Resolution Serial No. 22-075 to pursue a federal grant opportunity for equipment to improve cargo handling capabilities at Port MacKenzie supporting business development efforts.

The Federal Infrastructure Bill provided funding to roughly 380 programs. PIDP grants, from the United States Department of Transportation, Maritime Administration, is one of those existing programs. The next grant cycle will close May 2023.

The PIDP grant is one of the only port related grants that will allow for the purchase of equipment, and it requires the submittal of a benefit cost analysis, along with the grant application. Equipment such as a mobile harbor crane or travel lift would significantly improve cargo handling capabilities at Port MacKenzie. When utilized with a roll-on/roll-off ramp, this capability would include the ability to dry dock vessels.

**B. 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 great economic, physical and emotional loss due to a number of devastating wildfires over the last several years. The MSB fully supports seeking State and Federal funding for the harvesting/removing of these trees as quickly as possible to reduce the danger of fire to MSB residents and businesses.

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

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

- **Community Transportation Program MSB Projects - \$32.9 Million (projects already underway)**
  - Hemmer Rd. Extension & Upgrade to Bogard Rd.
  - Hermon Rd. Extension & Upgrade to Palmer-Wasilla Hwy.
  - Seldon Rd. Extension, Ph.2 (Windy Bottom to Pittman Rd.)
  - Trunk Rd. Extension South, Ph. 3 (Wasilla Ck. Bridge)
- **Knik-Goose Bay Road Reconstruction (Fairview Loop to Vine Road) - \$50 Million**
- **Glenn Highway MP 34-42, Phase 2 (Parks Highway Interchange to South Inner Springer Road) - \$45 Million**
- **Wasilla-Fishhook, Main Street Rehabilitation - \$47 Million**
- **Highway Safety Improvement Projects - \$41.8 Million**
  - Bogard Rd./Engstrom Rd./Green Forest Dr. Roundabout
  - Church Rd. & Spruce Ave. Intersection Flashing Beacon
  - Palmer-Fishhook Rd. & Trunk Rd. Roundabout
  - Pittman Rd. Shoulder Widening and Slope Flattening
  - Vine Rd. & Hollywood Rd. Intersection Improvements
  - Wasilla-Fishhook Rd. & Spruce Ave./Peck St. Roundabout
- **Fairview Loop Rehabilitation - \$54.3 Million**
- **Vine Road Reconstruction, Knik-Goose Bay Road to Hollywood Road - \$12.8 Million**
- **Parks Highway Alternative Corridor, Planning-Environmental Linkage Study - \$5.2 Million**

**D. KNIK ARM CROSSING - FUNDS TO BE DETERMINED BY THE ALASKA STATE DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES** - The Knik Arm Crossing (KAC) would 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 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.

- E. **SUPPORT FOR THE ALASKA LONG TRAIL** - The Borough 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.

**Borough Funding Priorities:**

1. **ARCTIC WINTER GAMES 2024 - \$1 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 is striving for excellence in hosting this event. The Borough Assembly is requesting a Federal contribution of additional funds to support this world-class event. The State of Alaska has already contributed \$2 million. Federal support would assist with increased costs due to inflation.

2. **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. Without additional support, 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.

**3. 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 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% 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.

**4. 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.

**5. SUSITNA/TALKEETNA RIVER EROSION AND FLOOD CONTROL - \$10 MILLION**

Replace existing and/or enhance the current flood and erosion control infrastructure. This could include the construction of new revetments, dikes, floodwalls, etc., around the town.

**6. MSB SUBSTANDARD ROAD AND BRIDGE IMPROVEMENTS - \$15 MILLION**

The MSB is the fastest growing borough in the State of Alaska. Many roads built decades ago were not built to MSB standards, have substandard gravel bases, 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 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 MSB's Long Range Transportation Plan.

Numerous bridges on the Borough's 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 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 operations and development of private properties that rely on the bridges for access. Some bridges, if not maintained, will not support the weight of our emergency response vehicles in the future. This project will make improvements to extend the life of multiple bridges for at least another 30 years.

**7. FLOOD MITIGATION FOR ACQUISITION OF HIGH HAZARD AREAS - \$2.5 MILLION**

Inventory all floodway properties, analyze, and prioritize the most at-risk areas to 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 enhancement of fish habitat. There are estimated to be 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.

**8. 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.

**9. 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 wastes 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.

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

Develop a comprehensive safety Action Plan 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.


**11. 2022-2023 COMMUNITY TRANSPORTATION PROGRAM (CTP) - \$30 MILLION AND ALASKA TRANSPORTATION ALTERNATIVES PROGRAM (ATAP) - \$10 MILLION**



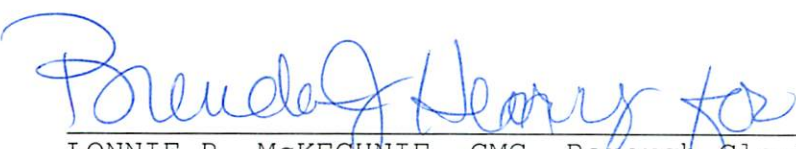
**12. FISHERY PROTECTION - \$4 MILLION**

This project will continue efforts to protect the Matanuska-Susitna Borough's declining salmon populations by restoring fish habitat and passage and providing critical resources for research, monitoring and evaluation of projects to inform sound scientific policy recommendations for improved Upper Cook Inlet Fishery Management. Salmon populations are declining in the Borough as evidenced by the State designated stocks of concern, frequent sport fishing closures, and associated business losses. A strategic Research, Monitoring, And Evaluation Plan for the Upper Cook Inlet (completed in 2015) identified significant gaps in data as a barrier to understanding the salmon population declines and the complex economic consequences. Actions proposed include: continuing successful initiatives aimed at quantifying the economic significance of Upper Cook Inlet sport fisheries, fish habitat restoration including the replace of fish passage barriers, and installing fish counting tools on critical drainages to provide in-season fishery data. These efforts will apply more stock-specific management strategies to ensure more consistent and abundant returns of wild salmon to the northern waters of the Borough.

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