

SUBJECT: A RESOLUTION OF THE MATANUSKA-SUSITNA BOROUGH ASSEMBLY APPROVING STATE LEGISLATIVE PRIORITIES FOR FY2019.






AGENDA OF: September 19, 2017

Assembly Action:

RS 17-070 Amended, adopted at Nov 7, 2017 Rm
w/ Melke opposed

MANAGER RECOMMENDATION: Present to the Assembly for consideration.

APPROVED BY JOHN MOOSEY, BOROUGH MANAGER: _____

Route To:	Department/Individual	Initials	Remarks
	Originator: J. Moosey		
	Finance Director		
	Borough Attorney		
	Borough Clerk		9/11/17 

ATTACHMENT (S) : Fiscal Note: YES _____ NO X
Resolution Serial No. 17-070 (4 pp)

SUMMARY STATEMENT: Each year the Assembly of the Matanuska-Susitna Borough considers and approves a list of legislative and capital priority projects and requests for the federal legislative delegation. The following proposed list of projects and requests for fiscal year 2019 is presented to the Assembly for consideration.

LIST:

- Port MacKenzie Rail Extension - \$130 million
- Museum Drive Extension (Parks Highway Connector) - \$4 million
- Willow Library Replacement and Community Center Upgrades - \$3 million
- West Susitna Roads to Resources (Fish Creek Access) - \$4 million

RECOMMENDATION OF ADMINISTRATION: Consideration and approval of a set of state legislative priorities for the Matanuska-Susitna Borough.

Memorandum

Borough Manager John Moosey



DATE: September 29, 2017

TO: Borough Assembly

FROM: John Moosey

RE: Additional information related to Resolutions 17-071 and 17-070 – Federal and State Priorities

Resolution 17-071 and Resolution 17-070 were presented to the Assembly on September 19, 2017 to establish Federal and State priorities for 2019. As promised, attached are additional projects for the Assembly to consider adding to Federal and/or State lists when this matter is discussed on October 17, 2017:

- Engstrom and Bogard Road Intersection Improvements
- Seldon Road Extension West, Phase 2
- Tex-Al Drive Upgrade and Connection
- Vine Road and Hollywood Road Intersection Improvements
- South Trunk Road Extension Bridges

Additionally, Dr. Doty requested information on how \$15M would be used on the Federal request for MSB Substandard Road and Bridge Improvements. I recommend we spend it on upgrading several substandard bridges. Individual estimates for each project are not available until we design the upgrade or replacement. Here are the projects that would fall under this request:

- Nelson Road over Wasilla Creek. This was part of the Trunk Extension bond project but lack of State match left Capital Projects unable to finish the project including replacing this bridge.
- Bradley Road over Trapper Creek. This is a very substandard bridge in a remote area of the Borough that should be replaced.
- Shirley Towne Bridge is currently closed because of the damaged sustained to the abutment in the 2012 flood. Drivers must use an alternate route via Michelle Drive.
- Kepler Park Access Road Bridge over the connection between Bradley Lake and Kepler Lake. This is a very substandard Borough owned facility which should be replaced with a modern bridge.
- The Moose Creek on Oil Well Road is also starting to deteriorate, and is the next lowest rated of our bridges.
- Yoder Road over Montana Creek. This bridge was originally constructed as part of the ALCAN Highway south of Delta Junction in 1942. It was moved in the 1970s to its current location over Montana Creek because it did not meet modern safety or other standards. This facility has outlived its design life and should be replaced with a modern bridge.
- Other bridges with low sufficiency ratings (the Federal standard for evaluating bridges) that may qualify for upgrade or replacement.

Project Name:

Engstrom and Bogard Road Intersection Improvements

Brief Project Description:

Improve intersection of Engstrom Road and Bogard Road to decrease traffic congestion through either a roundabout or traffic signal. Work would include improving sight distance on Bogard Road and realigning Green Forest Drive if necessary. Project would include design, utility relocation, right of way acquisition and construction.

Funding Plan:

Total Project Cost: \$ 4 million

Funding Already Secured: \$ 0

FY2019 State Funding Request: \$ 4 million

Project Deficit: \$ 4 million

Explanation of other Funds:

Detailed Project Description and Justification:

The Engstrom Road area has seen exponential residential development in the last 5-10 years. As with most of the borough a road grid network has not been developed which can carry and efficiently move and disperse large amounts of traffic such as is being generated from the Engstrom Road corridor. As a consequence, most of the traffic travelling to and from the large residential subdivisions are funneled to the Bogard Road intersection. This intersection has a number of issues which include inadequate size, very limited traffic control (through signage), only one turn lane, poor sight distance, and an offset with the Green Forest intersection. The intersection will need to be enlarged through the process of design, right of way acquisition, utility relocation and construction.

Project Timeline:

Upon receiving funding project will be completed in approximately three years.

Entity Responsible for the Ongoing Operation and Maintenance of this Project:

MSB and ADOT&PF

IM 17-160
RS 17-070

Project Name:

SELDON ROAD EXTENSION WEST, PHASE 2

Brief Project Description:

Complete design and right-of-way acquisition, then construct the extension of Seldon Road, an arterial highway, from Windy Bottom Road to Pittman Road.

Funding Plan:

Total Project Cost:	\$10 million
Funding Already Secured:	\$2 million
FY2019 State Funding Request:	<u>\$8 million</u>
Project Deficit:	\$0

Explanation of other Funds: Approximately \$2M was available after Phase 1 of this project was completed. That funding was originally provided for this project through a combination of state grant funds and Borough general obligation bonds. The \$2M was expended on Phase 2 design (now 75% complete) and some right-of-way acquisition.

Detailed Project Description and Justification:

The purpose of this project is to complete a new arterial highway connection between Windy Bottom Road and Pittman Road and represents the next link in an east-west corridor envisioned to reach from the City of Palmer to the City of Houston. Design and construction is taking place in two phases: Phase 1 began at Church Road and extends to Windy Bottom Road; construction of that phase is now complete. Phase 2 will complete the connection, running from Windy Bottom Road to Pittman Road.

Design for Phase 2 is 75 % complete with 13 of 15 parcels acquired for right-of-way.

Project Timeline:

Completion of design and right-of-way acquisition can begin immediately upon obligation of funding with construction following. Anticipated timeline - two years.

Entity Responsible for the Ongoing Operation and Maintenance of this Project:

MSB

1m 17-160
RS 17-070

Project Name:

TEX-AL DRIVE UPGRADE AND CONNECTION

Brief Project Description:

The project would upgrade the west and east ends of Tex-al Drive with two 12-foot travel lanes and the addition of 4-foot shoulders. A connection between the west and east ends of Tex-al would also be constructed to the same standards.

Funding Plan:

Total Project Cost: \$5.5 million

Funding Already Secured: \$0

FY2019 State Funding Request: \$5.5 million

Project Deficit: \$5.5 million

Explanation of other Funds: The borough will provide an engineering and administrative support to manage the project.

Detailed Project Description and Justification:

The Borough lacks a completed road grid network forcing local traffic to use main arterial highways to reach destination points. The upgrade and connection of Tex-al will provide a much needed west - east road corridor in the fast developing Fishhook Community Council area reducing traffic congestion on the main highway system. The project would upgrade both the west and east gravel portions of Tex-al providing a wider embankment base with two 12-foot travel lanes, at least 4-foot shoulders and improved drainage. The project would also connect those two segments (in the middle of the corridor) with a road embankment of the same standards. If funding allows, paving will also occur for the full corridor.

Project would include design, utility relocation, right-of-way acquisition and construction.

Project Timeline:

Upon receiving funding, project is expected to take approximately two years to develop and construct.

Entity Responsible for the Ongoing Operation and Maintenance of this Project:

MSB

IM 17-160
RS 17-070

Project Name:

VINE ROAD AND HOLLYWOOD ROAD INTERSECTION IMPROVEMENTS

Brief Project Description:

Project would upgrade the Vine Road & Hollywood Road Intersection to carry current and future traffic volumes providing for safer and more efficient pedestrian and vehicular access to Goose Bay and Knik Elementary Schools and surrounding large residential neighborhoods.

Funding Plan:

Total Project Cost:	\$3,000,000
Funding Already Secured:	\$1,500,000
FY2019 State Funding Request:	<u>\$1,500,000</u>
Project Deficit:	\$0

Explanation of other Funds: Borough voters approved a school access road bond package in October 2013 that provides 50 percent of the total funding for this project. The borough will provide an engineer and administrative support to manage this project.

Detailed Project Description and Justification:

The intersection of Vine Road and Hollywood Road will be improved to increase safety and capacity for pedestrians and vehicles by way of additional lanes and signage, extending pathways and may include signalization or a roundabout. The project would include design, utility relocation, right-of-way acquisition and construction.

Project Timeline:

Upon receipt of funding this projects anticipated timeline for completion is two years.

Entity Responsible for the Ongoing Operation and Maintenance of this Project:

MSB

1m 17-160
RS 17-070

Project Name:

South Trunk Road Extension Bridges

Brief Project Description

The project would include a replacement of the Nelson Road Bridge over Wasilla Creek increasing traffic capacity and pedestrian safety to Machetan Elementary school and three large residential subdivisions as well as providing additional bridge length to accommodate the 100 - year flood volumes.

Funding Plan:

Total Project Cost: \$3.0 million

Funding Already Secured: \$1.5 million

FY2019 State Funding Request: \$1.5 million

Project Deficit: \$0

Explanation of other Funds: Borough voters approved a school access road bond package in October 2013 that provides 50 percent of the total funding for this project. The borough would also provide an engineer and administrative support to manage the project.

Detailed Project Description and Justification:

This project would replace the existing bridge on Nelson Road crossing Wasilla Creek. Design for this project is completed to the 75% level. ROW acquisition is complete. Project would finish design and construct a wider, longer bridge that meets current design standards for a minor arterial road with accommodations for pedestrians/bicycles. Due to its short length, the current bridge constricts the creek channel which would lead to heavy damage or even loss of the bridge during a 100-year flood event. The new bridge will be long enough to allow water flow from a 100-year event to pass under the bridge. A pedestrian/bike pathway currently ends just short of the north side of the bridge forcing those users that want to continue on to the school and subdivisions to enter into traffic lanes when crossing the bridge. The new bridge will be wide enough to accommodate a separated pathway for these users, significantly increasing their safety.

Project Timeline:

Upon obligation of the needed funding this project is anticipated to be completed in two years.

Entity Responsible for the Ongoing Operation and Maintenance of this Project:

MSB

IM 17-160
RS 17-070

Sponsored by: Borough Manager
Amended:
Adopted:

**MATANUSKA-SUSITNA BOROUGH
RESOLUTION SERIAL NO. 17-070**

A RESOLUTION OF THE MATANUSKA-SUSITNA BOROUGH ASSEMBLY APPROVING
STATE LEGISLATIVE PRIORITIES FOR FY2019.

PORT MACKENZIE RAIL EXTENSION - \$130 million

Port MacKenzie is a deep water port capable of docking and loading the largest cargo vessels in the world. This shorter rail route from Interior Alaska to tidewater will substantially boost the export of Alaska's minerals and natural resources helping diversify the statewide economy. The project will create jobs, lower transportation costs, and increase economic development. Fuel imports transported north on Port MacKenzie Rail to the Interior would help lower high energy costs. The Alaska Railroad is the first in the nation to receive approval by the Federal Railroad Administration to transport LNG by ISO container. AIDEA is working to expand an LNG facility near Port MacKenzie to develop a fuel supply chain to Interior communities. The rail extension could also save more than \$100 million in construction costs for the State's proposed natural gas pipeline over other ports as Port MacKenzie is 140 miles closer than Seward and 32 miles closer than Anchorage to the Interior. Less expensive bulk transport costs will also help stimulate the development of natural resources and mines such as the one-billion-ton limestone deposit near Livengood. Two sizable mining projects have designated Port MacKenzie as their marine terminal for exports: A Canada to Alaska railway plan projected to export \$100s of billions in commodities including bitumen; and Trilogy Metals, Inc. in the Ambler Mining District projected to hold 8 billion pounds of copper, 3 billion pounds of zinc and more than 1 million ounces of gold-equivalent precious metals.

The shorter mileage to tidewater will also reduce the cost of transporting coal when coal prices recover, helping coal from Alaska's Interior be competitive on the world market. A number of private companies have leased land at Port MacKenzie and will take advantage of the rail extension's quicker transport time to the Interior, including Central Alaska Energy, which plans to import low sulfur fuel, store it in million gallon tanks, and transport it around the state.

MUSEUM DRIVE EXTENSION (PARKS HIGHWAY CONNECTOR) - \$4 million

The Parks Highway from Wasilla to Big Lake is being upgraded to a four-lane highway by the Alaska Department of Transportation and Public Facilities due to high fatality and serious accident rates and traffic congestion. A frontage road network is required to carry local traffic to residential subdivision roads and businesses adjacent to the Parks Highway. The Matanuska-Susitna Borough owns collector roads that run parallel with the Parks Highway corridor and could be used as frontage roads, if connected, to relieve the Parks of a significant amount of local and business traffic. Museum Drive extension is one of four roads that have been identified as collector roads that could serve this purpose. This project will also provide a detour route for Parks Highway traffic if the new four-lane is ever blocked by an accident or natural disaster.

This project is one of two that were packaged as the "Parks Highway Connectors" which received past legislative grants totaling \$8M. The Borough designed and constructed Machen Road Extension, the first project in 2014 for approximately \$7M. With the remaining \$1M the Borough has completed the design and permitting of Museum Drive Extension to the 100% level. Additional funding is needed for right-of-way acquisition and construction to complete this project.

WILLOW LIBRARY REPLACEMENT AND COMMUNITY CENTER UPGRADES - \$3 million

The existing Willow Library has outgrown its current space to meet the community needs and will be expanded. The existing library will be removed and a new 6,600 sq. ft. library will be constructed on the site. A Pre-Development Project Plan was completed in April of 2016. The Plan shows a significant deficit in the existing space to meet the needs of the community during the next 20 years. Further, the remainder of the building is in need of upgrades that include exterior siding, fire suppression and other minor upgrades throughout the structure. Total project cost is \$5,943,000, of which \$400,000 is currently pending legislative reappropriation approval remaining from Talkeetna Library Project funds. Per the Pre-Development Plan, the remaining funds will be from several sources including the Mat-Su Borough \$1,970,000; Individual and Business Fundraising (\$65,000 has currently been raised by the Willow Library Association); and Foundations and Grants \$508,000.

WEST SUSITNA ROADS TO RESOURCES (FISH CREEK ACCESS) - \$4 million

Construct two bridges, improve 6.7 miles of winter ice road and add 12 miles of all season 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 two bridges and forest road will help develop the area between the Little Susitna (Little Su) and Susitna (Big Su) Rivers, opening approximately 200,000 acres. Perhaps as important, the project also puts the State at 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. The challenge is and always has been, ACCESS to these resources.

The proposed project is the critical first step to opening up this region for economic development. A winter ice road to the area and two ice bridges across the Little Su were constructed in 2014. The project begins at the end of West Susitna Parkway southwest of Big Lake. Upgrade of the winter ice road to a two-way single lane all season resource recovery road (including two all-season bridges) is proposed. The project includes one bridge constructed across the Little Su as well as one small bridge placed across a nearby stream. In addition, extending the existing winter ice road approximately 12 miles across Borough and State land will connect it near the preferred crossing point for the future bridge across the Big Su. Upgrading this proposed 12-mile ice road to a two-way single lane all season resource recovery road will require additional study and funding. State of Alaska has already expended \$400,000 on 6.7 miles of road. Project costs include three components: bridge construction (\$2 million), all season road construction (\$2 million) and new winter ice road construction (\$1 million). The Borough has \$1 million in the Land Management permanent fund that can be allocated for this project. The project will take at least three years to complete from the time funding is secured.

**FISHERY FUNDING FOR MAT-SU SONAR WARES AND OTHER TOOLS TO IMPROVE
MAT-SU SALMON RUNS**

ADOPTED by the Matanuska-Susitna Borough Assembly this - day
of -, 2017.

VERN HALTER, Borough Mayor

ATTEST:

LONNIE R. McKECHNIE, CMC, Borough Clerk

(SEAL)