



State Legislative Priorities

FY 2016



Septage & Leachate Facility

Land Acquisition & Design

Funding request: **\$2.2 M**

93 percent of Mat-Su residents rely on private septic systems. Septage hauling businesses empty these tanks in the nearest septage receiving station in Anchorage, traveling some 500,000 miles annually on the Glenn Highway.

funding received: \$100,000

Land Acquisition/Design

- The Borough has been put on notice by the Municipality of Anchorage that septage and leachate will not be accepted in the future
- Acquisition of land is time-critical, given the rapid rate of development and the limited number of adequately large parcels.
- A new facility will reduce septage disposal rate increases for Borough residents, as well as minimize impacts caused by the transport and disposal of the Mat-Su's septage to Anchorage. The Central Landfill generates leachate that must be disposed of several times per week.
- Completion of the engineering plans is helpful to leverage future grant opportunities for construction funds, thereby reducing the capital costs for local tax payers.

Total project cost: **\$17.4 M**

Location not yet identified.



Port MacKenzie Rail

Funding request: **\$120 M**



- Would reduce transportation costs for PROJECT CARGO on Alaska's biggest projects: the 800-mile natural gas pipeline to an LNG export plant
- Would spur small entrepreneurial businesses & reduce transportation costs on recurring project cargo delivery such as steel for northern bridges, pipe for new & old oil fields, and fracking sand for future shale oil development.

PROJECT CARGO

- With the longest rail car loop in Alaska, the extension will offer highly-efficient offloading of BULK RESOURCES from train to ship.

BULK RESOURCES



- The rail link shortens the distance from the Interior to tidewater, reducing transportation costs.
- will transport copper concentrates to market from the future Ambler mining district.

MINERAL DEVELOPMENT



Port MacKenzie is an open port, resulting in reduced operating economies

- 14 square miles of laydown area is available in this developing port for large projects
- A 6.9-million gallon fuel tank facility will break ground, providing competitive fuel prices to Alaska

Rail funding secured: \$184 M
Funding needed: \$120 M

funding received: \$13 Million

Borough transportation school access bonds

50% State match for \$14.4 M

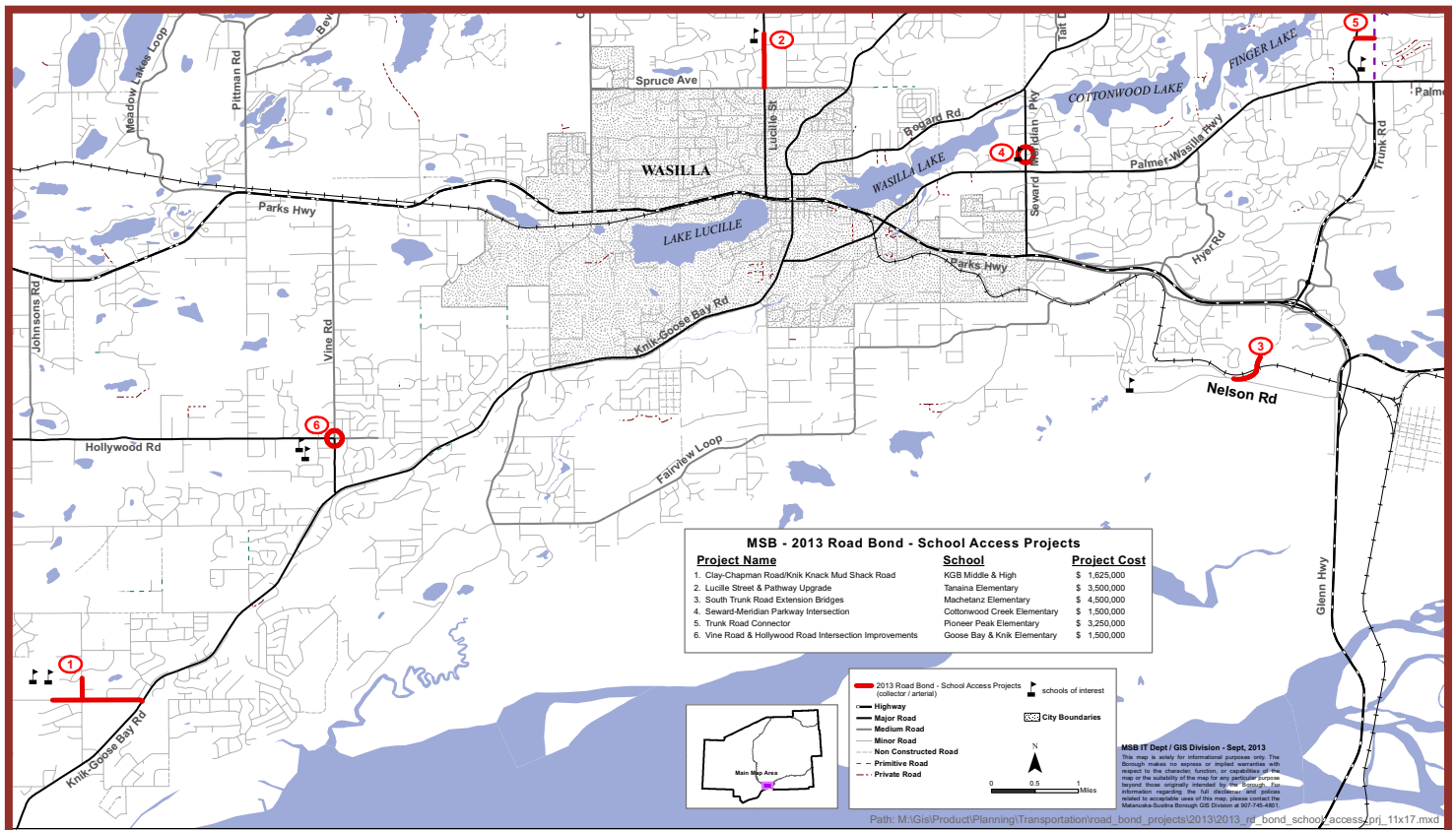
- Mat-Su is the second largest school district in the State with 18,000 students. Some 300 more students enrolled this year than expected.
- In October 2013, Mat-Su voters approved funding safer road access to schools in growing regions, only if the State matched the bonds halfway.
- These school access projects will prevent congestion and unsafe conditions as the population growth rate continues to tick upwards in the Mat-Su.

50% match for:

- Lucille Street for Tanaina Elementary
- South Trunk Road Extension Bridge for Machelanz Elementary
- Seward-Meridian for Cottonwood Creek Elementary
- Trunk Road connector for Pioneer Peak Elementary
- Vine Road & Hollywood Road for Goose Bay and Knik Elementary schools



funding received: \$1.6 Million



Port MacKenzie Protection

Funding request: **\$4 M**

Pile sleeves for 64 pipe piles

Pile sleeves will protect 64 pipe piles on the deep draft dock. The piles are 36-inch diameter pipe with a one-inch thick wall. Pile sleeves are a plastic coating wrapped around the piles. The sleeves protect the pile from the silt and ice that collides with the piles from tidal currents. The protection reduces corrosion and slows pitting from debris impacts.



Will extend the useful life of the docks another 20 years, deferring pile replacement.

Gateway Visitor Center

Funding request: **\$5 M**

a 12,000-square-foot Visitor Center, in addition to interpretive trails, an event area, and salmon viewing.

Situated on a bluff with a view of Pioneer Peak, the Visitor Center will help residents and visitors experience the cultural, natural, recreational and business amenities in the Mat-Su.



A destination itself, the Center will encourage the 780,000 annual visitors to the Mat-Su Borough to stay & recreate. The Visitor Center with a view, will contribute to economic development by pointing newcomers to activities for recreation, retail, and services, while providing comfortable roadside restrooms. Locals will look to it as a resource for activities to do and businesses to visit.



FY 2014—Property was purchased with a \$1 M appropriation from Legislature

FY 2015—\$1.235 M to site prep and design

Design contract awarded

The \$5 M request will complete the project. The sale of the current facility for some \$2 M will provide a funding match.

Seward-Meridian Parkway North phase 2

Funding request: \$30 M

From Palmer-Wasilla Highway to Seldon Road



- one of two north-south arterial corridors in Borough
- thousands of Borough residents benefit through increased efficiency of traffic flow and improved access to businesses, schools, and emergency services facilities
- supported by the Mat-Su Borough Long Range Transportation Plan

Substandard Roads & Bridges

Funding request: **\$10M**

Many roads within the Borough lack an adequate driving surface, right-of-way, and drainage. Weakened road conditions reduce traffic capacity and increase maintenance costs. Some bridges within the Borough have been rated unsafe, by the Alaska Department of Transportation and Public Facilities. This rating has reduced the weight allowances, preventing the delivery of essential services to some residents such as heating fuel, septic pumping, and fire suppression by engines.

COMPLETED

Sullivan Bridge in Butte
Kenny Getts Bridge (Deneki Meadows Bridge)
Welch Bridge



Sullivan Bridge



Kenny Getts Bridge ribbon cutting

funding received: \$1,370,000

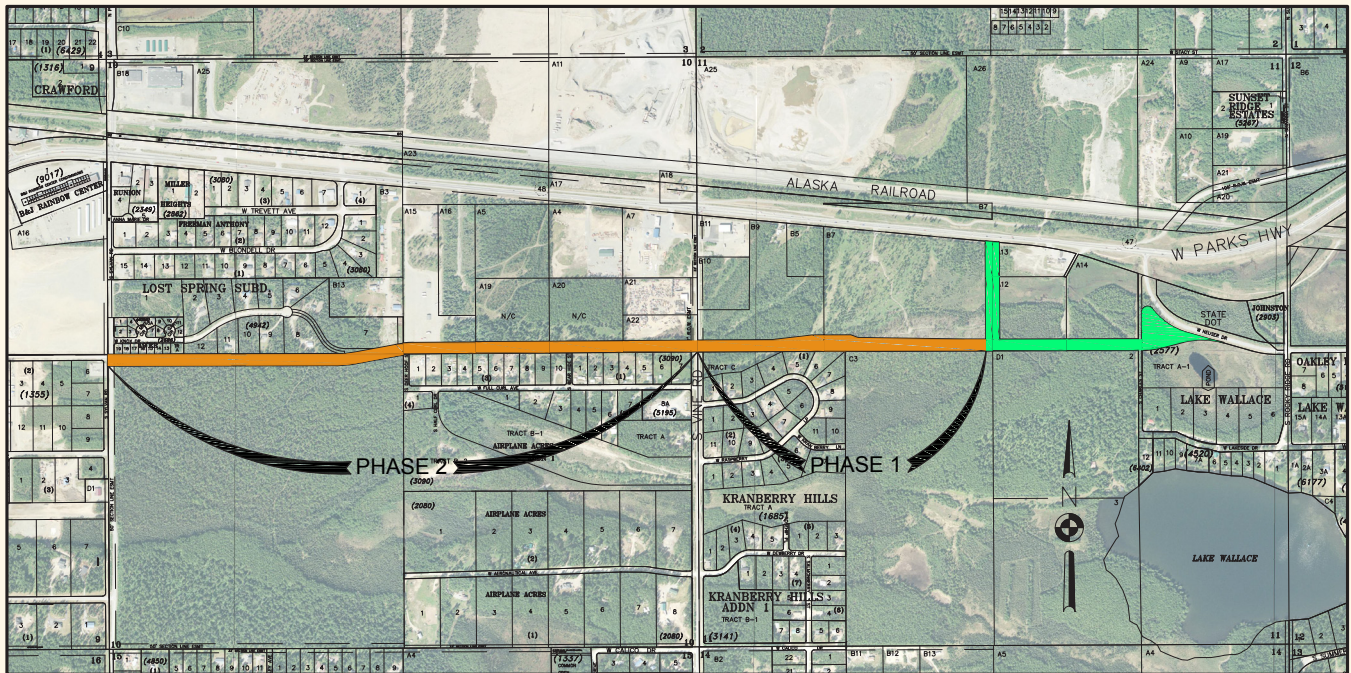
Museum Drive Extension (Parks Highway Connector)

Funding request: \$4 M

Due to high accident rates and thick traffic, the Parks Highway, from Wasilla to Big Lake, is being upgraded to a four-lane highway by the State. A frontage road system is required to pull off local traffic from the highway.

- a 2-mile project, Museum Drive would extend west from the Parks Highway at milepost 47 to intersect with Vine Road and then link up with Marigold Drive at Sylvan Road.
- Knik Fairview area grew 123 percent in 11 years

PARKS HIGHWAY CONNECTIONS MUSEUM DRIVE



LEGEND
 PROPOSED RIGHT-OF-WAY LIMITS ———
 PROJECT CORRIDOR ———
 CONSTRUCTED BY OTHERS ———

0 800 1600
 1 INCH = 800 FEET

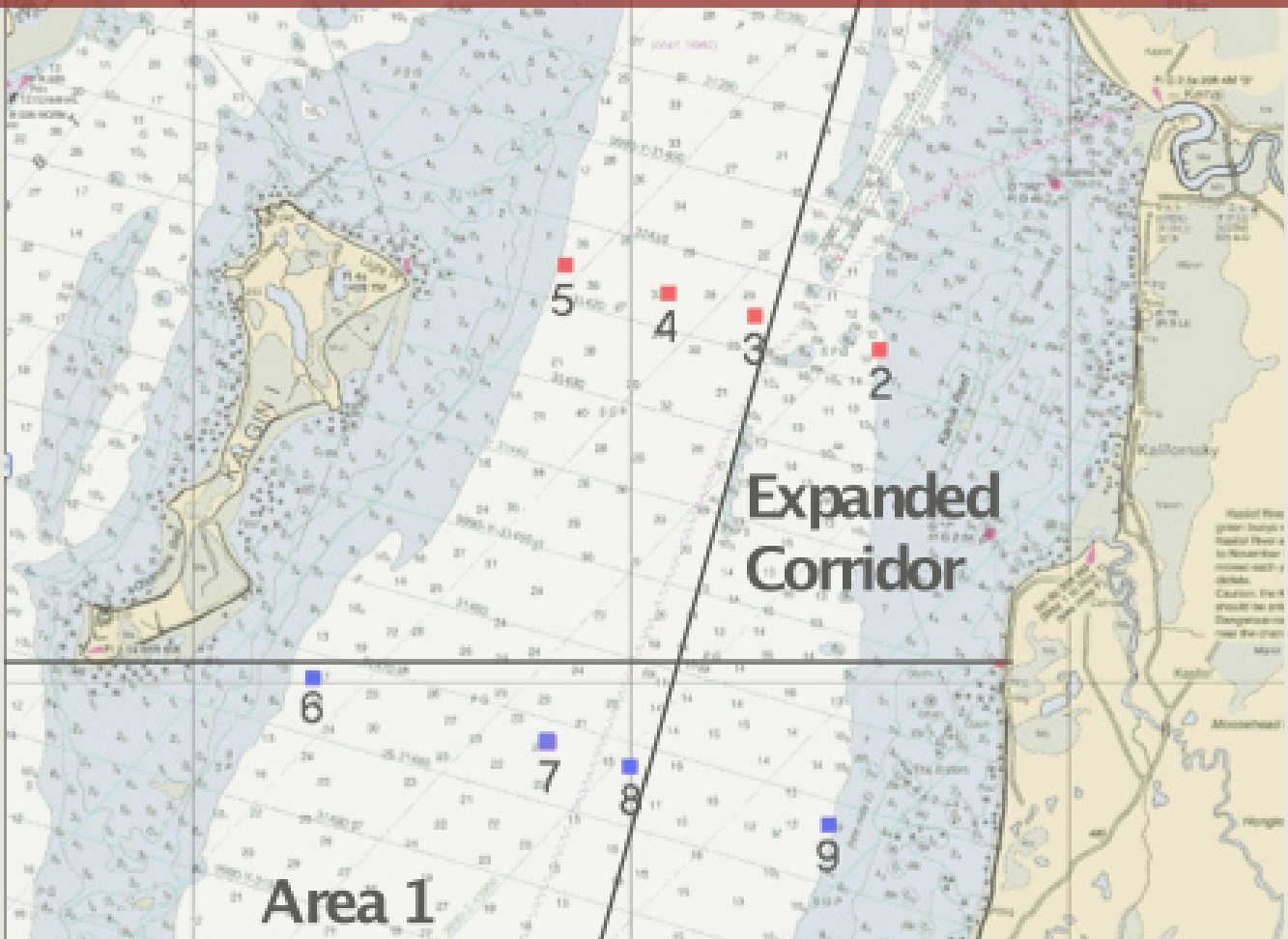
HDL HATTENBURG DILLEY & LINNELL
 Engineering Consultants
 WWW.HDLALASKA.COM

JOB No: 09-010
 DATE: 9/30/2014

Fisheries and Fish Protection

Funding request: \$2 M

- Research fishery movements in Cook Inlet for data that will improve fisheries management
- Restore habitat
- Install fish passage culverts



100 fish passage culverts installed, nearly \$8 million invested, reconnecting some 100 miles of fish habitat



Consolidated Fleet Services Complex

Funding request: \$11 M



The lease for the building that provides fleet services to the Department of Emergency Services expires in 2017. This consolidated facility will service the vehicles of Public Works, Emergency Services, and Community Development's the Trails Division. A new facility needs to be designed to allow for 24-hour operation to deliver "after hours" service for these important fleets.



Government Peak Recreation Area Phase 2

Funding request: **\$6.65 M**

Key capital improvements for this all-season, Alaska destination



PHASE 1 COMPLETE!

- Final Environmental Impact Statement, Dec. 2010
- 1-mile access road
- parking lot for 140 cars
- 7.5 km of beginner & intermediate year-round trails
- A 4,000-square foot recreation chalet
- kitchen & fire suppression in design

PHASE 2

- trail & parking lot lighting
- pave access road & parking
- install utilities
- extend road and second parking
- build & establish Olympic level ski trail system



Bald Mountain

Motorized use Parking and trailhead development

Snowmachine & ATV Trailhead Development—\$1.25 million



AlaskaWildGuides.com

Thousands of off-road vehicle riders travel the Swiftwater Creek Trail every year. The average group of 3, rides the trail 20 times a year.

— Wasilla Soil and Water Conservation District

This project will help resolve parking, safety and overcrowding at Sitze Road, providing a centrally located access for motorized riders to the west side of the Hatcher Pass Management Area.

The project will acquire land off Sitze Road to construct a parking area, transportation corridor, and trailhead with signage along the alignment for public access to the motorized area at Bald Mountain/Hillside Unit.

This is a priority project identified in the report "Recommendations for Constructing or Improving Parking Areas and Trailheads for Snowmobilers in the Hatcher Pass Area" approved by the Assembly in 2012 after a thorough nomination, evaluation and rating process with public involvement. The report identifies and prioritizes new and expanded parking areas and trailheads to support the increasing levels of snowmobile use in the Hatcher Pass Management Area.

The Mat-Su Borough has invested \$325,000 into improving snowmobile access in the Hatcher Pass Area.



Creating new access to Hatcher Pass for offroad riders

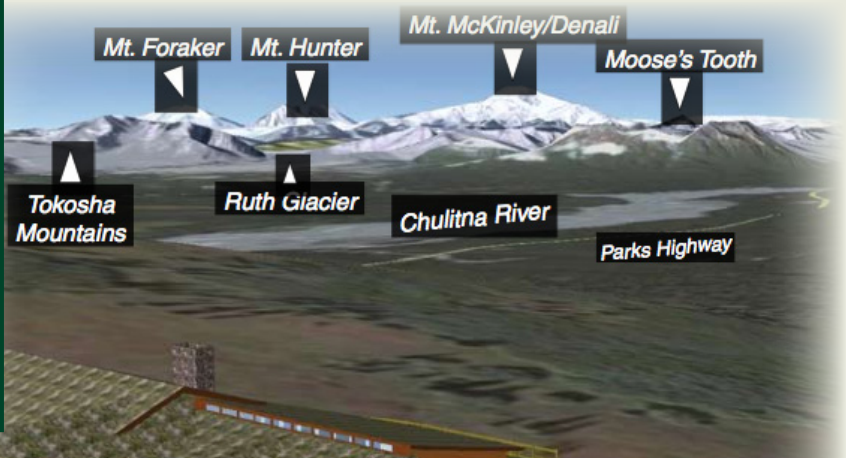
South Denali Visitor Center **Phase 2**

Funding request: **\$8 M**

\$8M State funds with **\$20M** in federal matching funds



Creating access to the other face of Denali—the south side—this Visitor Center will support year-round recreation as a warming facility for snow machiners or information center for hikers. Closer to Anchorage than the north side, this Center will draw up to 350,000 annual visitors to take in trails, the wildlife, the view. The sheer scale of Denali and Ruth Glacier will fill the Center’s panoramic windows.



Funding to date: \$22 M
Total project cost: \$47 M



COMPLETED

Phase 1

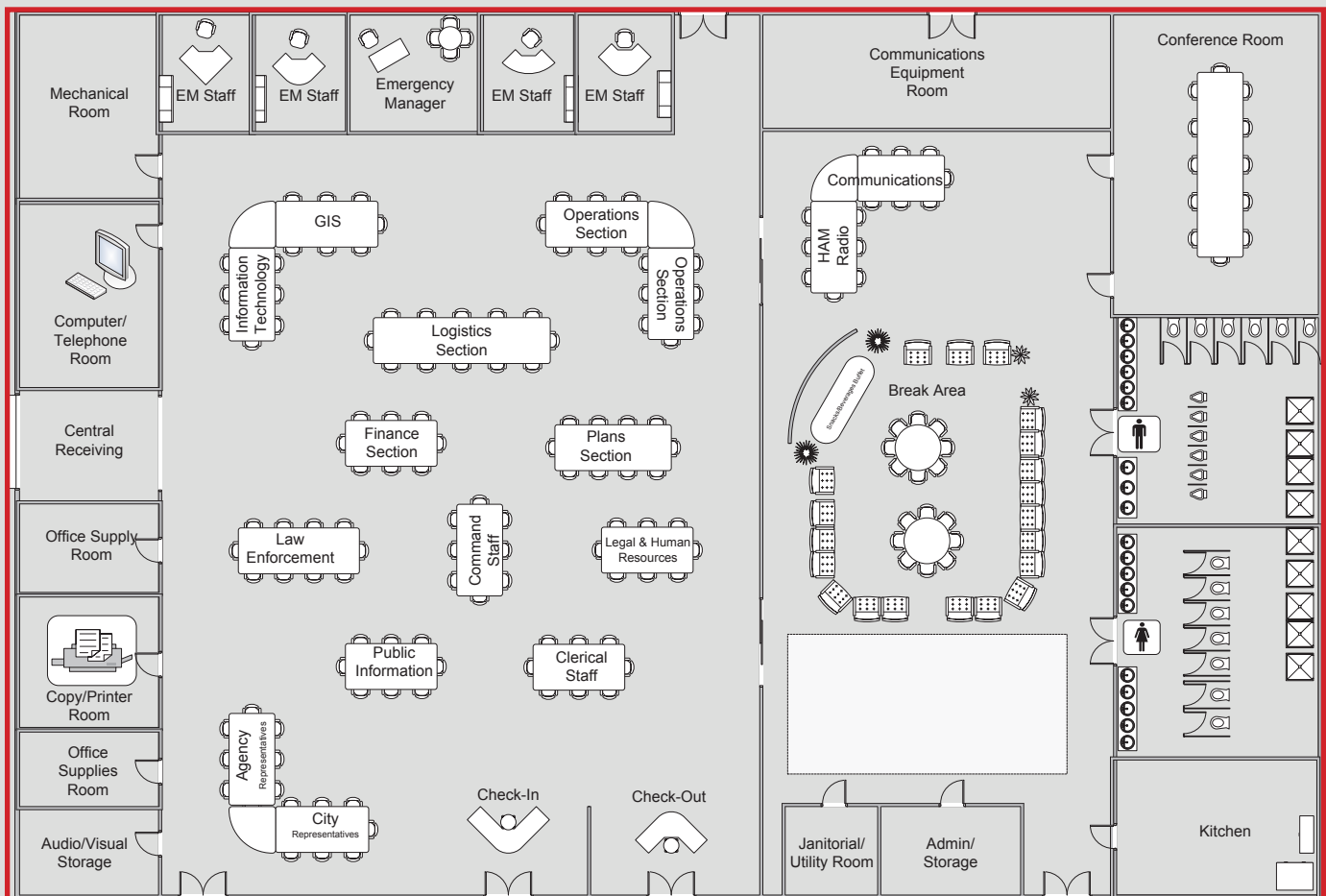
- 1.5 mile paved road at milepost 135 campground, shuttle station, & visitor center
- 20-space parking lot with restrooms
- .5 mile trail to overlook of Denali across the Chulitna River
- 32-site campground
- electrical upgrade/extension from milepost 101 to 135
- design of 15, walk-in campground sites
- design of ranger station/maintenance building

The Mat-Su Borough, State of Alaska, National Park Service, and private groups have partnered on the project.

Emergency Operations Center

Funding request \$5 M

- Three federally-declared disasters have hit the Mat-Su since 2002
- The Borough has responded to such disasters from a temporary facility, which does not meet requirements such as security and communications
- A permanent EOC will ensure that the facility is immediately available to manage any disaster.
- 10,000 to 12,000-square feet will house office, training spaces, and communications technology



Palmer & Wasilla Swimming Pool Renovations

Funding request **\$12 M**

- A pool assessment study showed obsolete operating systems and physical plants for both the Palmer and Wasilla Pools
- The pools host more than 150,000 visitors annually
- The heating/cooling, electrical, plumbing, pool liners, roof, lighting, and other systems are in poor condition
- The pools are not in compliance with the Americans with Disabilities Act
- Extensive repairs and upgrades are necessary
- \$12 million for renovation or \$19 million for new facility



Parks Highway Wasilla Alt. Corridor

Funding request: \$10 M

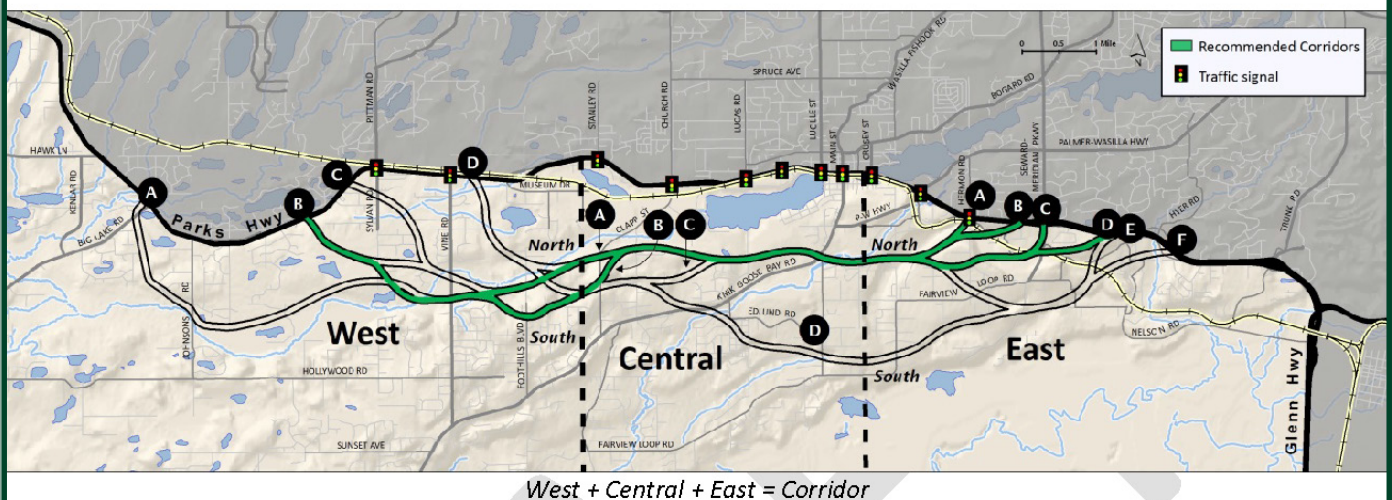
THE PURPOSE

The purpose of the project is to develop a cost-effective alternative corridor for the Parks Highway to address traffic congestion and to avoid future gridlock through the City of Wasilla. Updated traffic forecasts show that, even with the construction of the Knik Arm Crossing, travel within the core area of the Mat-Su road network will grind to a slow crawl in the peak hours unless additional high-speed, east-west road capacity is developed.

TIME CRITICAL

The rapid pace of land use development in Alaska's fastest growing region is quickly reducing options for development of vital new road corridors. Advance right-of-way acquisition is critical to the preservation of a future controlled-access freeway corridor to maintain regional mobility and support economic development.

Figure ES - 4: Recommended Corridors



West Lakes Fire Service Area—Station 7-3 Parks Highway

Funding request: \$3.5 M

- The strategic location is at the confluence of three communities, Big Lake, Meadow Lakes, and the City of Houston, next to the Parks Highway
- The 24,000-square foot fire station will be at milepost 51.3 of the Parks Highway
- Will provide more rapid response in the FSA of West Lakes
- West Lakes has limited ability to provide 24-hour staffing out of any fire station
- Closets & storage areas are utilized as offices



Southcentral Regional Emergency Services Training Center

Funding request: \$3 M

Gives responders safe place to train, away from public roads

- will complete phase 1 and phase 2
- includes road system and water system, hydrants and buried water lines
- site clearing for relocation of two training towers
- is located in the State's second largest fire department, Central Mat-Su
- a hazmat training site
- a proposed emergency alternate landing site for a medevac helicopter
- training areas for vehicle extrication
- driving obstacle course

Total cost \$5.7 M





MAYOR LARRY DEVILBISS
JOHN MOOSEY, BOROUGH MANAGER
john.moosey@matsugov.us

Mat-Su Borough Public Affairs
Patty Sullivan (907) 861-8577
psullivan@matsugov.us
www.matsugov.us