

# MATANUSKA-SUSITNA BOROUGH

## Transportation Advisory Board Agenda

Vern Halter, Mayor

LaQuita Chmielowski  
Cindy Bettine  
Donna McBride  
Scott Adams  
Jennifer Busch  
Antonio Weese  
Joshua Cross - Chair

Kim Sollien - Staff



Michael Brown, Borough Manager

PLANNING & LAND USE DEPARTMENT  
Alex Strawn, Planning & Land Use Director  
Kim Sollien, Planning Services Manager  
Vacant, Development Services Manager  
Fred Wagner, Platting Officer

*Virtual Meeting*

**April 30, 2021**  
**REGULAR MEETING**  
9:30 am

Ways to participate in the Transportation Advisory Board meetings:

### TELEPHONIC TESTIMONY:

- **Join on your computer or mobile app :** [Click here to join the meeting](#)
- Dial 1-907-290-7880; Conference ID 936 523 75#
- State your name for the record, spell your last name, and provide your testimony.

### I. CALL TO ORDER

### II. ROLL CALL – DETERMINATION OF QUORUM

A. Introductions: Kelsey Anderson, Planner II

### III. APPROVAL OF AGENDA

### IV. APPROVAL OF MINUTES

A. January 29, 2021, Regular Meeting Minutes

### V. AUDIENCE PARTICIPATION (*three minutes per person, for items not scheduled for public hearing*)

### VI. STAFF/AGENCY REPORTS & PRESENTATIONS

- A. OSHP and MPO Updates
- B. Bike and Pedestrian Plan Update – Kelsey Anderson MSB PlannerII
- C. RSA Board Update – DJ McBride

VII. UNFINISHED BUSINESS

VIII. NEW BUSINESS

- A. Earmark Funding for Transportation Projects
- B. Statewide LRTP Update
- C. Go Bond Update

IX. MEMBER COMMENTS

X. NEXT MEETING DATE

XI. ADJOURNMENT

# MATANUSKA-SUSITNA BOROUGH

## Transportation Advisory Board Minutes

Vern Halter, Mayor

LaQuita Chmielowski  
Cindy Bettine  
Donna McBride  
Scott Adams  
Jennifer Busch  
Antonio Weese  
Joshua Cross - Chair

Kim Sollien - Staff



Michael Brown, Borough Manager

PLANNING & LAND USE DEPARTMENT  
Alex Strawn, Planning & Land Use Director  
Kim Sollien, Planning Services Manager  
Vacant, Development Services Manager  
Fred Wagner, Platting Officer

*Virtual Meeting*

**January 29, 2021**  
**REGULAR MEETING**  
10:30 am

**I. CALL TO ORDER**

Ms. Chmielowski called the meeting to order at 11:11 am

**II. ROLL CALL – DETERMINATION OF QUORUM**

Members Present: Mr. Cross, Ms. Busch, Mr. Weese, Ms. Chmielowski  
Staff Present: Kim Sollien, Planning Services Division Manager  
Mr. Adams arrived at 11:11 am and Ms. McBride arrived at 11am

**III. APPROVAL OF AGENDA**

Motion: Ms. Busch moved to approve the Agenda, Mr. Weese, 2<sup>nd</sup>. All in favor.

**IV. APPROVAL OF MINUTES**

Motion: Ms. Chmielowski moved to approve the minutes from the October 20, 2020 meeting as written, Mr. Weese, 2<sup>nd</sup>. All in favor.

**V. AUDIENCE PARTICIPATION** (*three minutes per person, for items not scheduled for public hearing*)

None.

**VI. STAFF/AGENCY REPORTS & PRESENTATIONS**

**A. Welcome to new TAB member**

DJ McBride, retired engineer (RSA 15, RSA Bid Board Representative District 7 – Caswell Lakes, Willow, Talkeetna)

**B. Board Officer Elections**

Motion: Mr. Weese moved to nominate Mr. Cross as Chairperson, Ms. Busch, 2<sup>nd</sup>. All in favor.

Motion: Ms. Busch moved to nominate Mr. Weese as Vice Chairperson, Mr. Cross, 2<sup>nd</sup>. All in favor.

**C. MPO Update – Ms. Chmielowski, Mr. Cross**

Mr. Cross gave a short overview of the last MPO steering committee meeting. The Board requested that staff send the MPO website to the TAB members and to include the link in the minutes.

**D. OSHP Update – Mr. Weese**

Mr. Weese gave a short overview of the OSHP and the steering committee meetings. The Board requested that the old OSHP map be sent to the TAB members for review. The Board also requested that the links to the OSHP be included in the minutes along with Mr. Bradway's contact information.

**E. Quarterly Meeting Schedule for 2021**

Meetings will be held on the last Friday of each quarter (January, April, July, October) either at 9:30 am, virtually, or at 10:30 am if in person.

**F. Resolution 04-20 Update – Kim Sollien**

This resolution is going before the Assembly ASAP. Staff is currently working on the scope of work for a bike and pedestrian plan that hopefully will be approved by the Assembly.

VII. UNFINISHED BUSINESS

None.

VIII. NEW BUSINESS

None.

IX. MEMBER COMMENTS

Mr. Weese: sorry to lose his boss to the MSB

Ms. Busch: Welcome to DJ

Ms. Chmielowski: Welcome to DJ

Mr. Adams: Welcome to DJ

Mr. Cross: thanked everyone for joining us, welcome to DJ, excited to work with the RSA Board and looking forward to making a difference as the MSB grows

X. NEXT MEETING DATE

April 30 2021 – virtual meeting @ 9:30 am

XI. ADJOURNMENT

Motion: Ms. Busch moved to adjourn the meeting @ 11:46 am, Mr. Adams, 2<sup>nd</sup>.  
Meeting adjourned.

# Fiscal Year 2022 Community Project Funding Request Form

Requestor (Must be state government, local government, eligible tribal entity, or eligible non-profit entity. Requestors must provide evidence that the recipient is a non-profit organization as described under section 501(c)(3) of the Internal Revenue Code of 1986. Further, many water projects often partner with non-profit entities to complete projects. Therefore, projects may also be directed to non-profits with an inherently governmental function.)

Matanuska-Susitna Borough, local government

## Subcommittee/Account:

Transportation, and Housing and Urban Development, and Related Agencies / Local Transportation Priorities

Amount requested (Total earmark spending will be capped at 1% of Fiscal Year 2021 discretionary spending. The Fiscal Year 2021 discretionary spending total is about \$1.3 trillion, meaning the cap could be around \$13 billion.)

\$17.145 Million

Project name, and priority ranking (If making multiple requests, please indicate where this project falls in terms of priority starting with 1 as the highest level of priority. Each project request must be for Fiscal Year 2022 funds only and cannot include a request for multiyear funding.)

Project name: Voter Approved Road Bond Projects

Priority ranking: Priority 1 of 4

## Brief Project Description:

In a 2018 election, Matanuska-Susitna Borough (Borough) voters approved a 50/50 match for road bonds. This funding will cover necessary planning, design, right-of-way acquisition, utility relocations, engineering, inspections and testing, administrative expenses, and construction for the MSB bond projects.

In late 2019, the Borough submitted ten project applications to the Alaska Department of Transportation and Public Facilities (ADOT&PF) for 50/50 matching funds through the Community Transportation Program. Scoring of the applications took place in January 2020 with two projects, Seldon Road Extension, and Hemmer Road Upgrade and Extension scoring well enough to secure match funding.

The Borough requests funding for the remaining eight projects:

- Hermon Road Upgrade and Extension (Parks Hwy. to Palmer-Wasilla Hwy.) - \$7 Million
- MSB School District 2018 Pedestrian Projects (Safe Routes to Schools Plan Implementation) - \$2 Million
- Aspen Ridge Road Extension to Palmer Fishhook Road - \$5.5 Million
- Cheri Lake Drive / Karen Avenue / King Arthur Drive Corridor Improvements - \$7 Million
- Trunk Road Extension South, Phase II/III - \$3.6 Million
- Tex-Al Drive Upgrade and Extension - \$5.5 Million

- Trunk Road Connector / Katherine Drive - \$2.2 Million
- Smith Road Extension and Paved Pathway - \$1.49 Million

Project history (If applicable, describe previous state or federal regulatory/legislative action and timeline. Describe and list the specific state/congressional actions, and if the project received previous federal authorization or funding in a specific law.)

No previous Federal funding has been secured.

Project status (Describe whether it is in the Planning, Final Design, Construction phase and list the status of environmental review including permits currently held or needed from state and federal agencies.)

The projects are in varying stages of development including planning, design, and right-of-way acquisition.

- Hermon Road Upgrade and Extension (Parks Hwy. to Palmer-Wasilla Hwy.) – Planning/Design phase; approximately 50% of ROW in place; environmental review started.
- MSB School District 2018 Pedestrian Projects (Safe Routes to Schools Plan Implementation) – Planning/Design phase; approximately 95% ROW in place; no environmental review completed; no permits expected to be needed.
- Aspen Ridge Road Extension to Palmer Fishhook Road – Planning/Design phase; approximately 65% of ROW in place; no environmental review completed.
- Cheri Lake Drive / Karen Avenue / King Arthur Drive Corridor Improvements – Planning/Design phase; 75% ROW in place; no environmental review completed.
- Trunk Road Extension South, Phase II/III – Design and permits complete including State Environmental Checklist; 97% of ROW in place.
- Tex-Al Drive Upgrade and Extension – Design phase at 50% completion with 75% of the ROW in place; no environmental review completed; no permits expected to be needed.
- Trunk Road Connector / Katherine Drive – Design phase at 75%; ROW at 100%; no environmental review completed; permits in place.
- Smith Road Extension and Paved Pathway – Planning/Design phase; 70% of ROW in place; no environmental review completed; no permits expected to be needed.

Project classification (Provide documentation of whether the project is on the State, Tribal, or territorial transportation improvement program (STIP); and on the metropolitan transportation improvement program (TIP), if applicable.)

Two of the projects, Hermon Road Upgrade and Extension and Trunk Road Extension South, Phase II/III are in the 2020-23 State STIP Amendment 1

If applicable, provide the National Environmental Policy Act (NEPA) category of action (e.g. Categorical Exclusion, Environmental Assessment, Environmental Impact Statement.)

MSB staff assessment is that all of the projects listed would fall under the Categorical Exclusion category due to minimal environmental impacts.

Cost Share (Has the project received Federal funding previously? If so, list the source and amount. Also, describe the requestor's ability to provide state or local funding to contribute to the project.)

No previous Federal funding has been secured. The Borough will sell bonds to cover 50% of each project's cost shown in the "Project Description" portion of this form.

Local project funding (List the sources of funding for the full share of the cost of the project beyond the amount requested.)

The Borough will sell bonds to cover 50% of each project's cost shown in the "Project Description" portion of this form.

Project justification (In 500 words or less, provide a description and justification for the project and why it will benefit the community and its residents.)

The Matanuska-Susitna Borough is the fastest growing community in Alaska and is possibly the only Borough in Alaska contributing to 50% of the projects cost. These projects will contribute to the continued building of a community transportation network that will draw traffic off the State's traffic congested interstate highway, arterial and major collector highway system. These projects will also provide for multi-modal transportation, drawing yet more traffic off the State highway system through the addition of sidewalks, wider shoulders and separated pathways for bicyclist and pedestrian travelers.

- Hermon Road Upgrade and Extension (Parks Hwy. to Palmer-Wasilla Hwy.) – Benefits:
  - A new north-south collector level road between an interstate and arterial highway providing a significant reduction of traffic at the Parks Highway/Palmer-Wasilla Highway intersection, one of the most congested intersections in the Borough.
- MSB School District 2018 Pedestrian Projects (Safe Routes to Schools Plan Implementation) – Benefits:
  - Benefit public safety for both drivers and student/parent pedestrians.
- Aspen Ridge Road Extension to Palmer Fishhook Road – Benefits:
  - Improve area traffic circulation and shorten emergency response times.
  - Secondary access in the case of emergency or maintenance road closures on the northern portion of the two major collectors in the area.
- Cheri Lake Drive / Karen Avenue / King Arthur Drive Corridor Improvements – Benefits:
  - Upgraded collector level road corridor between the City of Houston and the Meadow Lakes area as a high level of development continues in this area.
  - Adding shoulders and reducing the steepness of the embankment slopes will increase safety for pedestrians/bicyclists and provide additional clear zone for vehicles to recover when running off the road.
- Trunk Road Extension South, Phase II/III – Benefits:
  - Improve pedestrian safety and reduce traffic congestion in a critical area of growth and development.
  - Improve access to Machetanz Elementary School.

- Replaces a highway bridge that does not meet current design standards and traffic volumes.
- Tex-Al Drive Upgrade and Extension - Benefits:
  - Improves area traffic circulation, provides safe pedestrian facilities and shortens emergency response times.
  - Shortens the commuting time for the residents traveling to Palmer and Wasilla on Palmer-Fishhook Road and Wasilla-Fishhook Road.
  - Currently there are no west-east connections that are constructed to collector road standards in the area.
- Trunk Road Connector / Katherine Drive - Benefits:
  - Safe, alternate vehicle and pedestrian access from a large subdivision to Pioneer Peak Elementary School reducing congestion near the current entrance.
- Smith Road Extension and Paved Pathway - Benefits:
  - Road improvements and pathway construction add public safety for both drivers and pedestrians.
  - The pathway will also provide a safe facility along the Borough owned Smith Road Extension for those residents and visitors traveling to the Matanuska Peak Trailhead.

*Community support (Paste letter(s) of support or provide documentation from the local government, community stakeholders or other non-Federal sponsor for the project. If your documentation is in PDF or a similar format, email it to [dy.requests@mail.house.gov](mailto:dy.requests@mail.house.gov) after submitting this form.)*

To be submitted separately via pdf to [dy.requests@mail.house.gov](mailto:dy.requests@mail.house.gov):

- 2018 Voter Approved Road Bond Projects Map
- Matanuska-Susitna Borough Assembly approval of this project as a priority in Resolution Serial No. 20-105, adopted on November 17, 2020.
- This City of Wasilla passed a resolution of support for the Hermon Road Upgrade and Extension Project, a portion of which is inside the city limits. The area that this project provides access for a large amount of commercial development that will also benefit from the road upgrade and extension project.

*Public involvement (Describe the process that has been or will be followed to provide an opportunity for public comment on the project.)*

- In a 2018 election, Borough voters approved this project.
- This package of projects was shared multiple times via presentation boards and fact sheets by a project manager at the Matanuska-Susitna Borough's Annual Transportation Fair in 2018, 2019 and 2020. The Fair is attended by 500+ residents and visitors each year.

*Point of contact's name*

Michael Brown, Borough Manager

*Point of contact's phone number*



**(907) 861-8689**

*Point of contact's email address*

**Mike.Brown@matsugov.us**

# Fiscal Year 2022 Community Project Funding Request Form

Requestor (Must be state government, local government, eligible tribal entity, or eligible non-profit entity. Requestors must provide evidence that the recipient is a non-profit organization as described under section 501(c)(3) of the Internal Revenue Code of 1986. Further, many water projects often partner with non-profit entities to complete projects. Therefore, projects may also be directed to non-profits with an inherently governmental function.)

Matanuska-Susitna Borough, local government

Subcommittee/Account:

Transportation, and Housing and Urban Development, and Related Agencies / Local Transportation Priorities

Amount requested (Total earmark spending will be capped at 1% of Fiscal Year 2021 discretionary spending. The Fiscal Year 2021 discretionary spending total is about \$1.3 trillion, meaning the cap could be around \$13 billion.)

\$140 Million

Project name, and priority ranking (If making multiple requests, please indicate where this project falls in terms of priority starting with 1 as the highest level of priority. Each project request must be for Fiscal Year 2022 funds only and cannot include a request for multiyear funding.)

Project name Completion of Port MacKenzie Rail Extension

Priority ranking Priority 2 of 4

Brief Project Description The development of this 32-mile long project to-date has been funded by State Legislative grant funds. A total of \$184 Million has been spent designing, permitting and constructing 30 miles of railroad embankment, 7 bridges, installing sub-ballast, ties, rail and a communications tower on Segment 6, as well as purchasing all the needed right-of-way.

The remaining project scope includes:

- Final design, survey and construction of Segment 2 including the Rail Reserve.
- Final design, survey and construction of sub-ballast, ties, ballast, rail and signals on Segments 1-5 and rail loop.
- Final design and construction of south communications tower and fiber optics line.
- Moose mitigation measures.

Project history (If applicable, describe previous state or federal regulatory/legislative action and timeline. Describe and list the specific state/congressional actions, and if the project received previous federal authorization or funding in a specific law.) No federal funding to-date.

- 2008 State of Alaska Grant for \$10M
- 2009 State of Alaska Grant for \$17.5M
- 2011 State of Alaska Grant for \$35M
- 2012 State of Alaska Grant for \$30M
- 2013 State of Alaska Grant for \$23.5M
- 2013 State of Alaska Bond for \$30M
- 2014 State of Alaska Grant for \$25M
- 2015 State of Alaska Grant for \$13M

Project status (Describe whether it is in the Planning, Final Design, Construction phase and list the status of environmental review including permits currently held or needed from state and federal agencies.)

A total of \$184 Million has been spent designing, permitting and constructing 30 miles of railroad embankment, 7 bridges, installing sub-ballast, ties, rail and a communications tower on Segment 6, as well as purchasing all the needed right-of-way.

- Final design, survey and construction of Segment 2 including the Rail Reserve.
- Final design, survey and construction of sub-ballast, ties, ballast, rail and signals on Segments 1-5 and rail loop.
- Final design and construction of south communications tower and fiber optics line.

An Environmental Impact Statement was completed in 2011 for the project. All project permits have been acquired as well as a license for construction and operation through the Federal Surface Transportation Board.

Project classification (Provide documentation of whether the project is on the State, Tribal, or territorial transportation improvement program (STIP); and on the metropolitan transportation improvement program (TIP), if applicable.)

The project is not on the State, Tribal or territorial transportation improvement program lists as they do not include (freight) rail projects. This project is listed in the FY2018-2023 Capital Improvement Program for the Matanuska-Susitna Borough which followed a lengthy public involvement process.

If applicable, provide the National Environmental Policy Act (NEPA) category of action (e.g. Categorical Exclusion, Environmental Assessment, Environmental Impact Statement.)

An EIS was completed for the project in 2011.

Cost Share (Has the project received Federal funding previously? If so, list the source and amount. Also, describe the requestor's ability to provide state or local funding to contribute to the project.)

The project has not received Federal funding previously. The Matanuska-Susitna Borough is not able to contribute to the project.

Local project funding (List the sources of funding for the full share of the cost of the project beyond the amount requested.)

N/A

Project justification (In 500 words or less, provide a description and justification for the project and why it will benefit the community and its residents.)

Port MacKenzie is a deep-water port. 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 project will create jobs, lower transportation costs, and increase economic development. The Alaska Railroad is the first in the nation to receive approval by the Federal Railroad Administration to transport Liquefied Natural Gas (LNG) by ISO container. An LNG facility is adjacent to the rail extension and near Port MacKenzie. Completing the Port MacKenzie Rail Extension will enable the development of a fuel supply chain to Interior communities. By providing bulk transportation of LNG, a less expensive and cleaner way to heat homes, the use of LNG in the Interior will increase and significantly improve the air quality, an added benefit. 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. The Port is also well positioned to support the import of cargo and bulk commodities in addition to the services provided by the Port of Alaska in Anchorage.

Community support (Paste letter(s) of support or provide documentation from the local government, community stakeholders or other non-Federal sponsor for the project. If your documentation is in PDF or a similar format, email it to [dy.requests@mail.house.gov](mailto:dy.requests@mail.house.gov) after submitting this form.)

To be submitted separately via pdf to [dy.requests@mail.house.gov](mailto:dy.requests@mail.house.gov):

- Resolution Serial No. 20-095 adopted by the Matanuska-Susitna Borough Assembly on October 6, 2020
- Letters of support from numerous organizations and other local governmental bodies
- Trilogy Metals, Inc. statement of support

A statewide General Obligation Bond was passed by Alaskan voters in 2013 that included \$30M for the Port MacKenzie Rail Extension project

Public involvement (Describe the process that has been or will be followed to provide an opportunity for public comment on the project.)

- A public hearing was held at the Matanuska-Susitna Borough Assembly meeting on October 6, 2020.
- The project was presented to the public at the Matanuska-Susitna Borough's Annual Transportation Fair from 2012-2017.
- The public had multiple opportunities to comment during the public involvement process carried out to complete the project's Environmental Impact Statement and the Federal and State permitting processes that followed.

- This project is listed in the FY2018-2023 Capital Improvement Program for the Matanuska-Susitna Borough which followed a lengthy public involvement process that included the Transportation Advisory Board, the Planning Commission, and the Borough Assembly.

*Point of contact's name*

Michael Brown, Borough Manager

*Point of contact's phone number*

(907) 861-8689

*Point of contact's email address*

Mike.Brown@matsugov.us

# Fiscal Year 2022 Community Project Funding Request Form

Requestor (Must be state government, local government, eligible tribal entity, or eligible non-profit entity. Requestors must provide evidence that the recipient is a non-profit organization as described under section 501(c)(3) of the Internal Revenue Code of 1986. Further, many water projects often partner with non-profit entities to complete projects. Therefore, projects may also be directed to non-profits with an inherently governmental function.)

Matanuska-Susitna Borough, local government

Subcommittee/Account:

Transportation, and Housing and Urban Development, and Related Agencies / Local Transportation Priorities

Amount requested (Total earmark spending will be capped at 1% of Fiscal Year 2021 discretionary spending. The Fiscal Year 2021 discretionary spending total is about \$1.3 trillion, meaning the cap could be around \$13 billion.)

\$15 Million

Project name, and priority ranking (If making multiple requests, please indicate where this project falls in terms of priority starting with 1 as the highest level of priority. Each project request must be for Fiscal Year 2022 funds only and cannot include a request for multiyear funding.)

Project name: Substandard Road Improvements

Priority ranking: Priority 3 of 4

Brief Project Description: The Matanuska-Susitna Borough (Borough) is the fastest growing Borough in the State of Alaska. Approximately 500 miles of roads in the Borough were never built to generally accepted engineering standards and lack the quality of materials, width, drainage features, and basic geometric makeup to serve as safe and reliable year-round roads. Much of the new development in the Borough is accessed by roads that are still not built to these standards, and are now further underbuilt for the amount of traffic using the roads. These roads are used by not only residents but also school busses, and fire and police responders. Improvements to substandard roads throughout the Borough will enhance safety and reliability. These improvements will ensure that the functionality and safety of the roads meet the proper classification and design standards.

**Road Service Area (RSA) Improvement Projects**

RSA Improvement Projects are identified throughout the Borough by the established RSA Advisory Boards. Each year, the active boards hold several public meetings and provide resolutions supporting the projects in the established road service areas to the Borough Assembly for review and approval. The compiled list of all sixteen RSAs is then reviewed and adopted by the Borough Assembly with public participation in open meetings. Primary project types for this road improvement list include improvements of substandard residential roads, rehabilitation of deteriorating roads, drainage improvements including fish passage

culvert replacements, and other smaller projects throughout the Borough. RSAs receive annual tax funding that could be used as a local “match” as leverage for other funding sources. The 2021 road improvement project list, along with resolutions of support from active RSA advisory boards, are provided for reference. Although there are many substandard roads not listed, these projects are the prioritized list of substandard road upgrade projects within the RSAs.

#### **Hidden Hills Alternate Egress**

The Hidden Hills Subdivision is a primarily residential area containing thousands of parcels along about 35 miles of roads. The subdivision is accessed from a singular access point from the Parks Highway along Hidden Hills Road. In 2019 the McKinley Wildfire swept through the surrounding area, moving from north to south at a high rate of speed. The fire crossed Hidden Hills Road and essentially trapped the residents who had not had a chance to evacuate the subdivision before the fire encroached into the area. This is an example of how dangerous it can be for residents when they do not have an alternate egress route in case of emergency or road closure on the only access route to any area. In addition to the risk of wildfire, other possible risks of natural disaster to cause sudden road failure include flooding to wash out roads such as the 2012 severe storms throughout the Borough, earthquakes such as the magnitude 7.1 in November of 2018, or numerous other threats or accidents. These threats are exacerbated when any particular area, especially one with the amount of roadway and density of residents that Hidden Hills Road serves, has only one route of ingress and egress both for emergency services rushing toward the danger and for residents fleeing or evacuating from it. An alternate route of egress for the Hidden Hills Subdivision is needed and would serve as a great public safety improvement.

Two alternate routes to consider would be an access to the Parks Hwy north or south of the current Hidden Hills Road, or a route from the northern end of the subdivision heading north, across Sheep Creek and eventually leading to Montana Creek Road which then accesses the Parks Hwy.

#### **Oilwell Road Mile 0-6 Reconstruction**

This substandard road serves many residential and recreational users, and also serves as a road to resource development as one of the only access roads west of the Susitna River. The road is severely insufficient in supporting year-round traffic and contains a high-silt content, poor drainage, narrow width, and tight curves. Each spring, temporary mud mats are placed in the road to keep it somewhat passable to traffic, but some heavy vehicles simply cannot navigate until the spring thaw has passed and the road can be graded. This essentially closes the road to emergency services during weeks of the spring break up timeframe each season. The community is in need of upgrades throughout the road (approximately 16 miles), but this request includes the first six miles, which is the portion for which a full design for the upgrade has been completed and is ready to construct if funding is secured. The estimated cost for this project is \$12-15m.

#### **Papoose Twins Mile 0-3 Reconstruction**

This road serves several residences and recreational properties, and at least one business. It is substandard and constructed with poor soils, mostly produced from just stripping the overburden and calling it a road

years ago. The road falls apart every spring and becomes very hard to pass, especially with the heavy log trucks heading to the end of the road for commercial purposes. The road has several very tight, blind horizontal and vertical curves that present unsafe conditions when two vehicles meet at these locations. On at least one of these locations, one cannot even see the road over the hood of a standard sized pickup truck when cresting the hill. The road is very narrow throughout the alignment and lacks adequate right-of-way along most of it, and completely lacks right of way along some of it as well, causing the road to trespass entirely on private property. This road is in need of a total re-build to better serve the residents, commerce, and surrounding community.

#### **Yoder Road Mile 0-4 Rehabilitation and Paving**

Yoder Road serves as a busy collector road to access many residences, recreational opportunities, and resource development east of the Talkeetna Spur Road. This road was chip-sealed years ago and that surfacing course has reached its serviceable life. The road is deteriorating and is substandard based on the traffic it sees. The road is narrow, doesn't have adequate shoulders, and the ditching and drainage is poor. In addition, it contains a minimal gravel base that needs to be replaced with solid, well-draining soils. The traffic volume suggests that a longer-term asphalt pavement surface should be installed as far as possible down the roughly four-mile road, but at least three miles to where it crosses Montana Creek. A rehabilitation and paved surface of Yoder Road would better serve the surrounding communities and is necessary for longevity, reliability, and the safety of those who use it.

*Project history (If applicable, describe previous state or federal regulatory/legislative action and timeline. Describe and list the specific state/congressional actions, and if the project received previous federal authorization or funding in a specific law.)*

No previous Federal funding has been secured.

*Project status (Describe whether it is in the Planning, Final Design, Construction phase and list the status of environmental review including permits currently held or needed from state and federal agencies.)*

- RSA Improvement Projects – Most of these are in design and will be ready to construct by fall 2021 / summer 2022.
- Hidden Hills Alternate Egress – No design or planning has begun.
- Oilwell Road Mile 0-6 – Design is complete and only the construction funding is needed for this project.
- Papoose Twins Mile 0-3 – Clearing right-of-way was completed in 2019 to improve sight distance where it is possible. We are in the process of negotiating with landowners to purchase road easements where the road currently trespasses. Depending on the funding availability, the future phases range in magnitude and include small repairs, right-of-way acquisition, or a full design and reconstruct of the whole road.
- Yoder Road Mile 0-4 Rehab and Paving – No design or planning has begun.



The requested funding covers the necessary planning, design, right-of-way acquisition, utility relocations, engineering, inspections and testing, administrative expenses, and construction for some of these projects.

Project classification (Provide documentation of whether the project is on the State, Tribal, or territorial transportation improvement program (STIP); and on the metropolitan transportation improvement program (TIP), if applicable.)

These projects are not in the STIP or TIP as they are local roads outside of State or Federal management systems.

If applicable, provide the National Environmental Policy Act (NEPA) category of action (e.g. Categorical Exclusion, Environmental Assessment, Environmental Impact Statement.)

Projects will likely range between all three categories of action. Funded projects will undergo a thorough review of applicability to comply with all federally-required environmental reviews.

Cost Share (Has the project received Federal funding previously? If so, list the source and amount. Also, describe the requestor's ability to provide state or local funding to contribute to the project.)

No federal funding has previously been obtained. Most of these projects will be able to utilize some local funding as a matched contribution in varying amounts, depending on the local budget available.

Local project funding (List the sources of funding for the full share of the cost of the project beyond the amount requested.)

RSA taxes could be utilized for most projects as a local match contribution if needed.

Project justification (In 500 words or less, provide a description and justification for the project and why it will benefit the community and its residents.)

The Borough is the fastest growing Borough in the State of Alaska. Approximately 500 miles of roads in the Borough were never built to current engineering standards and lack the quality of materials, width, drainage features, and basic geometric makeup to serve as safe and reliable year-round roads. Much of the new development in the Borough is accessed by roads that are still not built to engineering standards, and are now further underbuilt for the amount of traffic using the roads. Improvements to substandard roads throughout the Borough will enhance reliability and ensure that the functionality and safety of the roads meet the proper classification and design standards. Substandard features, especially poor subgrade materials and drainage features, cause roads to become severely rutted and possibly impassible during storm events or spring break-up as the ground thaws and becomes saturated. This causes a severe impediment to vehicles, especially heavy vehicles like emergency services, school busses, and fuel delivery trucks. All of these services are crucial to keep our communities safe, warm, and educated and a substandard road can become a huge liability when it halts these services in their tracks. These projects are needed to help prevent this and restore the roads to a year-round, serviceable State that all vehicle types, community members, and pedestrians can count on using when it matters most.

Community support (Paste letter(s) of support or provide documentation from the local government, community stakeholders or other non-Federal sponsor for the project. If your documentation is in PDF or a similar format, email it to [dy.requests@mail.house.gov](mailto:dy.requests@mail.house.gov) after submitting this form.)

To be submitted separately via pdf to [dy.requests@mail.house.gov](mailto:dy.requests@mail.house.gov):

- Borough Assembly approval of this project as a priority in Resolution Serial No. 20-095, adopted on October 6, 2020.
- RSA Advisory Board Resolutions of support
- 2021 Road Improvement Project list from adopted Assembly AM 20-124
- Borough CIP FY2018-2023 excerpt with project nominated

Public involvement (Describe the process that has been or will be followed to provide an opportunity for public comment on the project.)

The RSA Improvement Projects have all been identified and supported by board resolutions and/or Borough Assembly legislative action. Each active RSA board holds regular public meetings and each year the project priority list is discussed in these meetings and passed by the boards. Members of the public are allowed to attend and provide input to the board and may also provide written input. Following board resolutions every year, the Borough Assembly considers the list for all 16 RSAs in public meetings with public input and approves the list for planning and construction.

Point of contact's name

Michael Brown, Borough Manager

Point of contact's phone number

(907) 861-8689

Point of contact's email address

Mike.Brown@matsugov.us

# Fiscal Year 2022 Community Project Funding Request Form

Requestor (Must be state government, local government, eligible tribal entity, or eligible non-profit entity. Requestors must provide evidence that the recipient is a non-profit organization as described under section 501(c)(3) of the Internal Revenue Code of 1986. Further, many water projects often partner with non-profit entities to complete projects. Therefore, projects may also be directed to non-profits with an inherently governmental function.)

Matanuska-Susitna Borough, local government

Subcommittee/Account:

Transportation, and Housing and Urban Development, and Related Agencies / Local Transportation Priorities

Amount requested (Total earmark spending will be capped at 1% of Fiscal Year 2021 discretionary spending. The Fiscal Year 2021 discretionary spending total is about \$1.3 trillion, meaning the cap could be around \$13 billion.)

\$6.3 Million

Project name, and priority ranking (If making multiple requests, please indicate where this project falls in terms of priority starting with 1 as the highest level of priority. Each project request must be for Fiscal Year 2022 funds only and cannot include a request for multiyear funding.)

Project name: West Susitna Access Roads to Resources

Priority ranking: Priority 4 of 4

Brief Project Description:

The full project description includes constructing two bridges, improving 6.7 miles of winter ice road and adding 12 miles of all season road providing access to approximately 200,000 acres of Borough and State land on the west side of the (Matanuska-Susitna Borough) Borough to agriculture, commercial use, forestry, materials extraction, public recreation, resource management, and settlement land near the preferred crossing point for the future bridge across the Susitna River. Perhaps as important, the project also puts the State at the doorstep of 6 million acres of land on the west side of the Susitna River. An extension of the road past the Susitna River provides potential to bring oil and gas, mineral, agricultural, timber, and many other resources that are developed further north back to Port MacKenzie for export. The challenge is and always has been, access to these resources.

This funding request will cover the first two-mile segment of the full project and is a critical step to opening up this region for economic development. The two bridges and road will help develop the area between the Little Susitna (Little Su) and Susitna (Big Su) Rivers.

The proposed project begins at the end of West Susitna Parkway southwest of Big Lake and would upgrade the existing winter ice road corridor to an all-season resource recovery road (including two all-season

bridges). The project includes a small bridge placed across a tributary stream and a larger bridge constructed across the Little Su.

Total project costs for this two-mile segment is \$6,290,000, which includes:

- 1) Resource recovery road and unnamed stream crossing (\$1.43 million);
- 2) Bridge over the Little Su, west approach and turnaround (\$4.41 million); and
- 3) Engineering fees (\$450,000);

The project will take at least three years to complete from the time funding is secured. This project would link with a larger 100-mile long road corridor being developed by the Alaska Industrial Development and Export Authority (AIDEA).

*Project history (If applicable, describe previous state or federal regulatory/legislative action and timeline. Describe and list the specific state/congressional actions, and if the project received previous federal authorization or funding in a specific law.)*

No previous Federal funding has been secured.

The State of Alaska expended \$400,000 on 6.7 miles of winter ice road along a portion of the project alignment for timber harvest.

*Project status (Describe whether it is in the Planning, Final Design, Construction phase and list the status of environmental review including permits currently held or needed from state and federal agencies.)*

Design plan sheets, geotechnical studies, wetland mapping and right-of-way (200' wide) have been produced for the project from the end of the existing Susitna Parkway to approximately a quarter mile past the Little Susitna River. The bridges described above are included in these design plans. The plan sheets will be reviewed and updated as necessary to produce a final design package.

A categorical exclusion (CE) or Environmental Assessment (EA) will be required.

Required permits will likely include:

- U.S. Army Corps of Engineers
- US Coast Guard, Section 9 Permit
- MSB ROW Use permit
- State of Alaska Fish and Game, Title 16
- State of Alaska DEC Water Quality Certification
- State of Alaska DNR Land Use Permit and SHPO Section 106
- State of Alaska DNR Temporary de-watering, diversion, impoundment or water consumption during construction permit

The State of Alaska, Department of Natural Resources, Division of Forestry also produced a 2014 feasibility study which includes additional geotechnical evaluation to determine the cost of the bridges and convert 6.7 miles of the winter road into an all-season road.

Project classification (Provide documentation of whether the project is on the State, Tribal, or territorial transportation improvement program (STIP); and on the metropolitan transportation improvement program (TIP), if applicable.)

The project is not listed in the State STIP. It is listed in the Matanuska-Susitna Borough's FY2014-19 Capital Improvement Program.

If applicable, provide the National Environmental Policy Act (NEPA) category of action (e.g. Categorical Exclusion, Environmental Assessment, Environmental Impact Statement.)

A categorical exclusion (CE) or Environmental Assessment (EA) will be required.

Cost Share (Has the project received Federal funding previously? If so, list the source and amount. Also, describe the requestor's ability to provide state or local funding to contribute to the project.) No previous Federal funding has been secured. The Borough is able to provide in-kind project management, survey management, any additional right-of-way acquisition management needed and public involvement services for the project.

Local project funding (List the sources of funding for the full share of the cost of the project beyond the amount requested.)

The Borough is able to provide in-kind project management, survey management, any additional right-of-way acquisition management needed and public involvement services for the project.

Project justification (In 500 words or less, provide a description and justification for the project and why it will benefit the community and its residents.)

Nearly the entire western half of the Matanuska-Susitna Borough has no road access. This project will provide access to 200,000 acres of State and Borough lands in the Fish Creek Natural Management Unit and connect into a larger project that could provide access to 2 million acres of State land west of the Big Susitna River. New access will enable the development of agricultural land, residential settlement, timber harvest and many types of recreation including hunting and fishing. This development will help diversify the economy of both the Borough and the State.

Community support (Paste letter(s) of support or provide documentation from the local government, community stakeholders or other non-Federal sponsor for the project. If your documentation is in PDF or a similar format, email it to [dy.requests@mail.house.gov](mailto:dy.requests@mail.house.gov) after submitting this form.)

To be submitted separately via pdf to [dy.requests@mail.house.gov](mailto:dy.requests@mail.house.gov):

- Matanuska-Susitna Borough Assembly approval of this project as a priority in Resolution Serial No. 20-095, adopted on October 6, 2020, page 5.

Public involvement (Describe the process that has been or will be followed to provide an opportunity for public comment on the project.)

The project has a long history that extends back to the late 1980's when the Borough Assembly approved a project to extend South Big Lake Road towards the Little Susitna River. Plan and profile sheets were

developed in 1989 and revised in the 2000's. Since that time, there have been further project studies by the State of Alaska DNR and DOT that included websites available to public. The Borough Assembly, through the public meeting process has included this project on it priorities list.

*Point of contact's name*

Michael Brown, Borough Manager

*Point of contact's phone number*

(907) 861-8689

*Point of contact's email address*

Mike.Brown@matsugov.us



## Alaska Department of Transportation and Public Facilities Statewide & Area TRANSPORTATION PLANS

[DOT&PF](#) > [Long Range Planning](#) > [Statewide Long Range Transportation & Freight Plan](#)

# Alaska Statewide Long-Range Transportation Plan & Freight Plan

## *Alaska Moves 2050*

### Frequently Asked Questions

Some frequently asked questions are answered below. If you need further information or don't see an answer to your question, please [contact the project team](#).

#### What is a Long-Range Transportation Plan?

The Long-Range Transportation Plan and Freight Plan provides future direction for Alaska's highways, aviation, transit, rail, marine, bicycle, and non-motorized transportation. It will guide Alaska's transportation system for the next 25 years.

#### How will this finalized plan impact me or my community?

Your needs and the needs of your community are a very important part of this planning process. With your participation and collaboration with staff and other stakeholders, we can continue to sustain and improve Alaska's transportation system, our economy, and the quality of life we all enjoy.

#### How can I participate?

There are lots of opportunities to get involved throughout the life of this project. Take the project survey, sign up for email newsletters, attend a public meeting, and talk with others in your community about the project. All the ways to get involved are posted on the [Get Involved](#) page.

**Stay up to date!**

Email Sign-Up

- [Home/About](#)
- [Schedule](#)
- [Get Involved](#)
- [Meetings](#)
- [Documents](#)
- [FAQ](#)
- [Contact](#)



# GO BOND PROJECT LISTING

Updated 2/4/2021

Line	Refnum	Dept	Project Title	State	Federal	Brief Summary	Impact HD
1	56220	Commerce	West Susitna Road Access <i>Amendment to remove this, passed</i>	8,500,000		The West Susitna Access Project is being proposed to advance to Phase 2 of a multi-phase project to examine the feasibility of an all-season access road to the Yentna Mining District. The road corridor will enable access to the MSB and state-owned natural resources for multiple user groups. Phase 1, led by HDR Alaska, was completed in the fall of 2019 and narrowed the project footprint, and established a preferred route leading to the Yentna Mining District. Digital data was acquired and a high level field reconnaissance was conducted. Phase 1 results are available at <a href="http://aidea.org">aidea.org</a> under 2020 AIDEA Board Meetings. Phase 2 of the project builds on the 2014 West Susitna Roads to Resources study led by the Alaska Department of Transportation and Public Facilities.	(HD 10) Rural Mat-Su
2	63272	E&ED	Houston Middle School Replacement	9,000,000		This project will replace Houston Middle School condemned and demolished due to the 2018 earthquake. This school is in the Mat-Su Borough school district.	(HD 10) Rural Mat-Su
3	45658	E&ED	Major Maintenance Grant Fund for School Major Maintenance	25,000,000		This project invests \$25 million in school maintenance projects in FY2022. Schools across the state will receive funding to ensure that students are educated in safe facilities that are conducive to the learning process. The Department of Education and Early Development reviewed and prioritized maintenance project applications submitted by school districts.	(HD 1-40) Statewide
4	58544	E&ED	Mt. Edgecumbe High School Repairs	7,882,000		This will fund the top 6 critical projects on the Mt. Edgecumbe deferred maintenance listing. Projects include: Building 290 Commercial Kitchen Hood/Ventilation System Replacement, Campus-wide ADA Upgrades, Building 299 Access Stairs and Bridge Replacement, Building 292 (Boy's Dorm) Window Wall Replacement and Ventilation Improvements, Backup Generator Installation, Building 1331, and Building 1330 Renovations.	(HD 35) Sitka/Petersburg
5	45518	H&SS	Fairbanks Pioneer Home Roof and Flooring Replacement	2,441,800		This project is for deferred maintenance at the Fairbanks Pioneer Home, including critical replacement of both the roof and flooring. The existing roof does not meet snow load requirements. A newly designed roofing system is necessary. Estimated cost \$1,890,000. The Fairbanks Pioneer Home has 57,000 square feet of flooring which is carpeted and needs to be replaced, including all the hallways and resident rooms. Asbestos containing tiles and adhesive have been found under the hallway carpet which requires expensive abatement. The dining rooms, bathrooms, break room and receiving area are either sheet vinyl or vinyl asbestos tile. Estimated cost \$551,800.	(HD 1-5) Fairbanks Areawide
6	45505	H&SS	Fairbanks Youth Facility	18,896,000		The Fairbanks Youth Facility, originally constructed in the 1970s, provides a secure detention program for boys and girls, treatment services for boys, and provides space for Fairbanks juvenile probation and administrative staff. The building has antiquated mechanical systems that are in need of replacement, including heating, electrical and plumbing, and does not provide for ideal safety and security of staff and residents or allow for efficient programming and operations. Development of a secure facility entry point that includes a screening area, an intake, transfer and release station, and a medical suite comprise the major projects that will correct most of the deficiencies in the facility.	(HD 1-5) Fairbanks Areawide
7	46262	H&SS	Palmer Alaska Veterans' and Pioneers Home Roof Replacement	2,268,000	3,250,000	The roof at the Alaska Veterans and Pioneers Home in Palmer has been in various states of failure for a number of years with major damage to the roof and beam structure as identified in the 2015 roof assessment. The Alaska Pioneer Homes applied for the Veterans Affairs State Construction Grant program in March of 2019 and was approved to be added to the award priority list, which means it was awarded by priority and is awaiting funding. The expectations are that the funds will likely be appropriated by Congress this spring/summer 2021 for an award, which has a general fund match requirement. The Federal amount is \$3.25M.	(HD 11) Greater Palmer
8	48821	Labor	Alaska Vocational Technical Center Upgrades	19,500,000		This project will provide funding for the Alaska Vocational Technical Center's (AVTEC) buildings in Seward. Specific projects related to this request include: Student Housing and Services Center Repairs and Renovations, Industrial Electricity Building Repairs and Renovations, First Lake Campus Repairs and Renovations, Campus-wide Repairs for Safety and Health, and ADA Compliance, Campus-wide Fire Alarm Upgrade, Wind Turbine Repair, Old Applied Technology Building Demolition, and new Maintenance Shop and Plumbing and Building Facility.	(HD 29) Kenai/Soldotna
9	54931	M&VA	Alaska Public Safety Communication Services System Upgrades	12,000,000		This project provides for the maintenance of Alaska Land Mobile Radio (ALMR) communications coverage to address needs in rural areas. This project directly supports 9-1-1 dispatch/emergency communications. Funds will also be used for the State of Alaska Telecommunications System (SATS), a network of public safety communications infrastructure sites.	(HD 1-40) Statewide
10	63232	M&VA	Alcantra Armory and Arc-Flash Improvements	837,500	837,500	This project will increase the Alcantra armory's ability to house the secondary command and control center for the State's Emergency Operations Center and the National Guard Joint Operations Center. The Alcantra facility is also out of compliance with current safety standards for its electrical system. This project would make all the necessary corrective measures and repairs to bring the facility up to code.	(HD 7) Greater Wasilla
11	63229	M&VA	Heney Range Shelter Replacement	442,000		Replace the shelter at Heney Range and clean up unused equipment on site. The shelter has water damage from a leaking roof and temporary patches have been applied several times. The roof of the structure is in danger of imminent failure.	(HD 32) Kodiak/Cordova/Seldov
12	63231	M&VA	Summit Lake Foundation Repairs	150,000		The foundation and shelter continue to settle, and temporary repairs have been performed several times. This project will fund an engineering study to determine a permanent foundation fix and will provide funding for the repair.	(HD 29) North Kenai



# GO BOND PROJECT LISTING

Updated 2/4/2021

Line	Refnum	Dept	Project Title	State	Federal	Brief Summary	Impact HD
13	63230	M&VA	Statewide Tower Lighting Obstruction Replacement	600,000		Replace the tower lighting system at multiple points across the state. This project will reduce power consumption and maintenance costs, as well as improve the safety of the towers.	(HD 1-40) Statewide
14	62649	NatRes	Arctic Strategic Transportation and Resource Project Survey, Coastal Hazard Assessment, and Petroleum Geology Fieldwork	2,100,000		<p>The Arctic Strategic Transportation and Resources (ASTAR) project is a collaborative effort initiated by the Department of Natural Resources (DNR) to form a cooperative group of stakeholders in the region to guide the development of future infrastructure projects to best benefit the communities of the North Slope by identifying material sites and water sources critical to resource development, mitigating geologic hazards impacting critical facilities, attracting new petroleum investors, and providing access to areas that may require remediation from previous exploration activities. This request is for Phase 2 of 4 phases planned to develop resources that empower Alaska's Arctic communities.</p> <p>This project will address the highest priority data gaps identified during the ASTAR project that the division can address in a timely and cost-efficient manner. This project will support the natural outgrowth of ASTAR and empower Alaska's Arctic communities through continued engagement with federal land managers and delivery of resource information critical to community infrastructure planning, proposal, and development:</p> <p>Sand and gravel survey (\$750,000)  Coastal hazards assessment for North Slope communities and facilities (\$350,000)  Petroleum geology fieldwork from the eastern National Petroleum Reserve in Alaska (NPR-A) to the Arctic National Wildlife Refuge (ANWR) coastal plain will provide regional and reservoir-scale geologic data for the Nanushuk, Torok, Seabee, Tuluvak, and associated petroleum-significant rock units (\$1,000,000).</p>	(HD 40) Arctic
15	63332	NatRes	Fairbanks to Seward Multi-Use Recreation Trail Construction	13,200,000		<p>This project will construct a multi-use trail from Fairbanks to Seward.</p> <p>\$1.4M Equinox Marathon Travel Completion - Connects several trails throughout central Fairbanks; signage; restroom construction</p> <p>\$1M Denali State Park: Curry Ridge Trail to Kesugi Ridge - Trail expansion</p> <p>Trail connections to campgrounds</p> <p>\$2M Denali State Park Hut System for Trails - Construction of trail huts along 45 mile trail</p> <p>\$5.8M Mat-Su Convention and Visitors Bureau Gateway Visitors Center - Provide destination stop for visitors and community hub for residents and access point for trails</p> <p>\$1M Chugach State Park: Flattop Mountain Reroute. Replace damage/eroded trail with safer trail built with higher standards</p> <p>\$2M Anchorage: Comprehensive wayfinding connecting Anchorage's entire trail system</p>	(HD 1-5) Fairbanks Areawide (HD 6) Eielson/Denali/Upper Yukon/Border (HD 7-12) Matsu Areawide (HD 12-28) Anchorage Areawide (HD 1-40) Statewide
16	43321	NatRes	Statewide Park Sanitation and Facility Upgrades	2,029,000		Funds will be used to address improvements and emergency repairs critical to the Division of Parks, Forestry, and Agriculture. It is essential to keep the parks open for business and be in a safe condition for the general public. Every season, major maintenance items occur without warning. Water systems leak, roads are damaged, upgrade/repairs are necessary to latrines, and other planned and unplanned events. Funding will allow each division to address outstanding items of concern and the flexibility to respond to an emergency repair.	(HD 1-40) Statewide
17	62961	NatRes	Statewide Firebreak Construction Program	20,000,000		Statewide Firebreak Construction Program.	(HD 1-40) Statewide
18	33955	NatRes	Wildland Fire Engine Replacement	250,000		The Division of Forestry (DOF) is requesting funds for a scheduled fire engine replacement. DOF has Department of Transportation State Equipment Fleet vehicle credits totaling \$1,278.0 to offset the cost of a new fire engine. The initial replacement bids, including freight, will be approximately \$1,488.0. DOF anticipates needing up to \$250.0 in additional funds to complete the acquisition. This replacement is standard for Type 6 and Type 8 engines. With the costs increasing significantly since the last purchase, replacement credits are not sufficient to cover the full replacement cost. The additional \$250.0 will reduce the states' long-term operating costs through vehicle warranty and reduced maintenance costs.	(HD 1-40) Statewide
19	54937	NatRes	Wildland Firefighting Aircraft Replacement	500,000		The Division of Forestry (DOF) currently owns four fixed wing aircraft with the primary purpose of conducting wildland fire specific missions. This includes a Lead Plane function which directs the activities of the airtankers both verbally and by physically leading the airtankers on the low-level drop runs. DOF owned aircraft also are used as an air attack platform which supervises the process of attacking the wildfire, including fixed wing airtankers, helicopters, and any other aviation resources assigned to the fire. State aircrafts are additionally used for detection, reconnaissance, and fire mapping missions to collect information and prioritize fire response. DOF is requesting funds to replace the N909AK.	(HD 1-40) Statewide

**GO BOND PROJECT LISTING**  
**Updated 2/4/2021**

Line	Refnum	Dept	Project Title	State	Federal	Brief Summary	Impact HD
20	63160	PubSaf	Alaska Wildlife Troopers Marine Enforcement Repair and Replacement	2,400,000		Maintenance is critical for the following vessels: P/V Stimson Shipyard: \$1,500,000 UGF P/V Cama'i Haulout: \$400,000 UGF Medium/Small Class Upgrades: \$500,000 UGF	(IID 1-40) Statewide
21	63164	PubSaf	Boating Upgrades, Haul Outs, and Vessel Replacement	1,000,000		This project replaces two medium class vessels that were decommissioned in 2019 due to not being seaworthy and were deemed unsafe. The large/medium class vessels are critical in protecting life, health, and safety in Alaska.	(IID 1-40) Statewide
22	63303	Trans	Airport Way (West) Improvements	1,800,000	16,200,000	Construct intersection improvements along Airport Way between Dale Road and the Parks Hwy. Project includes bicycle/pedestrian facilities along Hoselton Road to the Boat Street path.	(IID 5) Chena Ridge/Airport
23	63300	Trans	Anton Anderson Memorial (Whittier) Tunnel	1,000,000	9,000,000	Project consists of improvement to the driving surface and rail bed as well as replacement of toll facility and other equipment	(IID 28) South Anchorage
24	63287	Trans	Bethel Airport	4,247,000		Construction and improvements to runways, lighting, and facilities at Bethel Airport.	(IID 38) Lower
25	63288	Trans	Cordova Airport	3,617,000		Construction and improvements to runways, lighting, and facilities at Cordova Airport.	(IID 32)
26	63333	Trans	Craig Harbor	8,300,000		The Craig Harbor project consists of construction of a harbor fronting the old cannery property downtown. The project will be developed in two phases: construction of rock breakwaters, followed later by construction of the mooring/float system. The city purchased the cannery property in 2007 for the purpose of developing a new harbor and support facilities (working with the U.S. Army Corps of Engineers). The tidelands at the site are large enough to host a sizable float system, and the uplands can meet demands for parking and access needed for the harbor. The site is the best location available where the city owns both uplands and adjacent tidelands at a single location that is also suitable to operate a harbor. Craig staff estimates the ten-acre moorage basin created by the breakwaters will create space for between 125-145 vessels. A portion of the cannery property uplands will be used to provide access to the moorage floats, parking for harbor users, installation of water and wastewater utilities to serve the harbor, and other harbor support features.	(IID 35) Sitka/Petersburg
27	63277	Trans	Dalton Highway Repairs and Upgrades	28,830,000	259,470,000	Projects Include: Dalton Highway Mile Point 0-10 (Milepost 0-9) Reconstruction (Livengood to 9 Mile Hill), Dalton Hwy MP 18-26 (Milepost 18-25) Reconstruction and Bridge Replacement Dalton Hwy MP 17-38 (Milepost 18-37) Reconstruction (Hess Creek Area) Dalton Hwy MP 109-121 (Milepost 109-120) Reconstruction, Dalton Hwy MP 109-145 (Milepost 109-144) Reconstruction (Old Man Camp to Jim River Bridge #3), Dalton Hwy MP 120-136 (Milepost 120-135) Reconstruction (Pung Creek to Prospect Creek), Dalton Hwy MP 290-307 (Milepost 289-305) Rehabilitation (Kuparuk to Sag Camp), Dalton Hwy MP 306-337 (Milepost 305-335) Upgrades (Sag Camp to Happy Valley).	(IID 6) Eielson/Denali/Upper Yukon/Border (IID 40) Arctic
28	63289	Trans	Deadhorse Airport	2,952,000		Construction and improvements to runways, lighting, and facilities at Deadhorse Airport	(IID 40) Arctic
29	63308	Trans	Denali Highway Mile Point 24-25 (Milepost 22) Rock Creek Bridge Replacement	540,000	4,860,000	Replace Rock Creek Bridge #0684 on the Denali Highway.	(IID 9) Richardson Hwy/East Mat-Su
30	63290	Trans	Fairbanks Airport	1,880,000		Construction and improvements to runways, lighting, and facilities at Fairbanks Airport.	(IID 1-5) Fairbanks
31	63298	Trans	Glenn Highway: Parks Highway to South Inner Springer Loop (Cienna Avenue)	4,400,000	39,600,000	Reconstruct to four lanes, pathway and shoulders. Accommodate turning movements, add frontage roads, traffic, safety, and intersection improvements, as necessary and feasible.	(IID 11) Greater Palmer
32	63291	Trans	Homer Airport	4,991,000		Construction and improvements to runways, lighting, and facilities at Homer Airport.	(IID 31) Homer/South
33	63284	Trans	Hyder Float Breakwater Replacement	1,000,000		Projects include: Hyder inner float & seaplane base - Dredge harbor and area around the Seaplane float (\$500.0). Construct a new rubble mound breakwater extension to replace the failing timber log floating breakwater (\$500.0).	(IID 36) Ketchikan/Wrangell/Me tlakatla/Hydraburg
34	63297	Trans	Kenai Spur Road Improvements	3,100,000	27,900,000	Rehabilitate 5.7 miles of the Kenai Spur Highway between Soldotna and Kenai to increase capacity and improve safety. Project will be constructed in two phases. This second phase will construct a 5-lane highway to increase capacity and improve safety from Sports Lake Road to Robin Street.	(IID 30) Kenai/Soldotna
35	63280	Trans	Ketchikan South Tongass Highway	5,550,000	49,950,000	Projects include: Ketchikan - South Tongass Hwy Improvements Deermount to Saxman. Ketchikan - South Tongass Hwy Improvements Saxman to Surf St. Ketchikan - South Tongass Highway - Tongass Ave Improvements.	(IID 36) Ketchikan/Wrangell/Me tlakatla/Hydraburg
36	63292	Trans	Klawock Airport	3,091,000		Construction and improvements to runways, lighting, and facilities at Klawock Airport.	(IID 35)



**GO BOND PROJECT LISTING**  
**Updated 2/4/2021**

Line	Refnum	Dept	Project Title	State	Federal	Brief Summary	Impact HD
37	63281	Trans	Kodiak Chiniak Highway	2,360,000	21,240,000	Projects include: Kodiak - Chiniak Hwy Rehabilitate Stage 1. Kodiak - Rezanof Drive Resurface: Airport to Chiniak Highway. Kodiak - Chiniak Hwy Rehabilitate: Mile Point 5 to 21 (Milepost 15 to 31).	(HD 32) Kodiak/Cordova/Seldovia
38	63293	Trans	Kotzebue Airport	1,766,000		Construction and improvements to runways, lighting, and facilities at Kotzebue Airport.	(HD 40) Arctic
39	63304	Trans	Kotzebue Cape Blossom Road	3,400,000	30,600,000	Construct a new road from Kotzebue to a port site near Cape Blossom.	(HD 40) Arctic
40	49780	Trans	Municipal Harbor Facility Grant Fund	14,049,988		The 50/50 harbor grant program maximizes local government, promotes state jobs and provides economic assistance for needed maintenance/repair, expansion and replacement. The program continues to show strong local interest. Five municipalities from across the state submitted applications requesting a total of \$14,050,000 in matching state funds for FY2022. If fully funded by the Governor and the Legislature, the state and the department can enable over \$28 million in local construction ready harbor projects to be built. These harbor projects are locally managed and therefore require minimal department staff resources. Location of these harbors are in: Cordova, Seward, Sand Point, Sitka, and Juneau.	(HD 29) North Kenai (HD 32) Kodiak/Cordova/Seldovia (HD 33-34) Juneau (HD 35)
41	63294	Trans	Nome Airport	2,483,000		Construction and improvements to runways, lighting, and facilities at Nome Airport.	(HD 39) Bering
42	63305	Trans	Nome Port Road Improvements	500,000	4,500,000	Widen and resurface the existing Port Road, including but not limited to: drainage improvements, safety improvements and pedestrian facilities.	(HD 39) Bering Straits/Yukon Delta
43	63299	Trans	Parks Highway Bridge Replacement Montana Creek, Sheep Creek, and Goose Creek Bridges	3,000,000	27,000,000	Replace Bridge 215 at Montana Creek, Bridge 213 at Sheep Creek, and the culverts that compose bridge 4040 at Goose Creek on the Parks Highway. The new bridges will have top widths to match the existing roadway width at the time of construction. Pedestrian facilities will be included if new bridge construction conflicts with existing pedestrian bridges.	(HD 10) Rural Mat-Su
44	63306	Trans	Parks Highway Little Goldstream Creek Bridge Replacement	770,000	6,930,000	Reconstruct the Little Goldstream Creek Bridge.	(HD 6) Eielson/Denali/Upper
45	63307	Trans	Richardson Highway Mile Point 117-151 Rehabilitation and Widening and Milepost 268-343 Passing Lanes	10,400,000	93,600,000	Projects include: Richardson Highway Mile Point 268-343 (Milepost 266-341) Passing Lanes (Delta Jct to Eielson) Richardson Highway Mile Point 117-151 (Milepost 115-148) Rehabilitation & Widening, Richardson Highway Mile Point 139-151 Milepost 137-148 Rehabilitation and Widening (stage I of III), Richardson Highway Mile Point 131-141 (Milepost 128-138) Rehabilitation (Stage II of III)	(HD 6) Eielson/Denali/Upper Yukon/Border
46	63278	Trans	Seward Highway Miles 76-81	10,420,000	93,780,000	The project consists of final work to rehabilitate the Seward Highway including minor realignment and replacement of the following bridges: Placer River Overflow 0627, Placer River Main Cross 0629, Portage Creek 0630 & 0631, 20 Mile River 0634.	(HD 28) North Kenai
47	63296	Trans	Seward Meridian Road Improvements	3,700,000	33,300,000	This is the final phase of the Seward Meridian Parkway project, and consists of upgrading Seward Meridian Road to four lanes with a center turn lane, and a pathway from Palmer-Wasilla Highway to Bogard Road and extend Seward Meridian Road to connect with Seldon Road including upgrading the existing 6/10ths of a mile of the existing road serving Teeland Middle School, Mat-Su Career and Tech High School, and Fonteras K-8 school. Project also includes installation of signal at the intersection with Seldon Road.	(HD 7-12) Matsu Areawide
48	63302	Trans	Shageluk Airport Access Road Improvements	750,000	6,750,000	Reconstruct the 2.6 mile airport access road. Work will include embankment stabilization, minor realignment and resurfacing.	(HD 37) Bristol Bay/Aleutians/Upper
49	63279	Trans	Sterling Highway Miles 8-25	29,911,500	269,203,500	Projects include: Sterling Hwy Mile Point 8-25 (Milepost 45-60) Sunrise Inn to Skilak Lake Road Construction, Sterling Hwy Mile Point 8-25 (Milepost 45-60) Sunrise Inn to Skilak Lake Road Construction Stage 1, Sterling Hwy Mile Point 8-25 (Milepost 45-60) Sunrise Inn to Skilak Lake Road Construction Stage 2, Sterling Hwy Mile Point 8-25 (Milepost 45-60) Sunrise Inn to Skilak Lake Road Construction Stage 3, Sterling Hwy Mile Point 8-25 (Milepost 45-60) Sunrise Inn to Skilak Lake Road Construction Stage 4.	(HD 29) Kenai/Soldotna
50	63301	Trans	Takonta Gold Creek Bridge and Tatalina Bridge Replacement	500,000	4,500,000	Replace existing 1972 bridge over Gold Creek (bridge #0473) and raise the elevation of the approaches and replacement bridge to allow flood water and ice flow. Project also includes replacement of Tatalina Bridge (bridge #0462).	(HD 37) Bristol Bay/Aleutians/Upper
51	63275	Trans	Unalaska Harbor	9,300,000		This project is an additional phase to the Robert Storrs Float Improvement project. It will remove existing A and B Floats at the Harbor and reconfigure the harbor to accommodate the new float system ADA gangway and create uplands for parking and a public restroom. It will also include a fire suppression system, electric and year-round water supply to Harbor users and new piling.	(HD 37) Bristol Bay/Aleutians/Upper Kuskokwim
52	63286	Trans	Utqiagvik Airport	4,851,000		Construction and improvements to runways, lighting, and facilities at Utqiagvik Airport.	(HD 40) Arctic
53	63295	Trans	Wasilla Airport	2,199,000		Construction and improvements to runways, lighting, and facilities at Wasilla Airport.	(HD 7) Greater Wasilla
54	45644	Univ	Bartlett and Moore Hall Modernization: Restrooms and Sanitation Infrastructure	18,650,000		Bartlett and Moore Halls are UAF's largest residence halls, housing 650 undergraduate and graduate students throughout the academic year. Both buildings are highly utilized during the academic year and are heavily used for hosting guests, such as wildland firefighters, during the summer months. The restrooms, laundry, and related sanitation infrastructure is over a half-century old and is failing.	(HD 1-5) Fairbanks Areawide

**GO BOND PROJECT LISTING**  
**Updated 2/4/2021**

Line	Refnum	Dept	Project Title	State	Federal	Brief Summary	Impact HD
55	45642	Univ	UAA Building Energy Performance Upgrades	10,900,000		This project will leverage an Energy Service Company (ESCO) currently under contract to promote sustainability, increase energy efficiency, reduce operational costs, and address the deferred liability of three critical facilities the Professional Studies Building (PSB), the Wendy Williamson Auditorium (WWA), and the Social Sciences Building (SSB). Based strictly on energy savings, this project is forecasted to have an estimated \$300K of savings per year.	(HD 12-28) Anchorage Areawide
56	62656	Univ	UAA Integrated Sciences Building (CPIB) Combined Heat and Power Energy Savings Project	428,000	1,000,000	This project will add a combined heat and power (CHP) microturbine to the CPIB. The localized generation of power provided by the CHP will reduce the overall peak electrical demand and eliminate energy transmission losses experienced through standard electrical distribution grids. Combined, these energy savings will reduce operational costs, reduce overall greenhouse gas emissions, and promote environmental stewardship. This project is part of a grant proposal and partnership between UAA and Alaska Energy Authority.	(HD 12-28) Anchorage Areawide
57		Bond Total		354,632,788	1,003,471,000		
58		Cost of Bond Issuance		1,773,164			
59		GRAND TOTAL		356,405,952	1,003,471,000		

Page 2, lines 8 - 13:

Delete all material.

Renumber the following bill sections accordingly.

Page 3, line 26:

Delete "\$38,079,000"

Insert "\$35,979,000"

Page 3, line 31, through page 4, line 2:

Delete all material.

Page 6, line 21:

Delete "\$1,773,164"

Insert "\$1,720,164"

Page 6, line 28:

Delete "secs. 3 - 11"

Insert "secs. 3 - 10"

Page 7, line 11:

Delete "\$356,405,952"

Insert "\$345,752,952"

Page 7, line 14:

Delete "\$356,405,952"

Insert "\$345,752,952"

SENATOR MICCICHE objected for discussion purposes.

SENATOR KIEHL explained that Amendment 2 would remove the West Susitna Access Road Access Project and the Arctic Strategic Transportation and Resource (ASTAR) Project. He offered his view that these projects did not meet the constitutional definition of a capital improvement. This phase includes planning, assessing and survey but no capital improvement remains when the work is done, he said.

1:40:59 PM

SENATOR MICCICHE related that project preparation was often included in capital budgets so he did not agree that including these projects would be unconstitutional. The ASTAR project is an important one for resource development, he said. He was not familiar with the West Susitna road project.

1:42:16 PM

At ease

1:42:44 PM

CHAIR MYERS reconvened the meeting.

1:42:55 PM

SENATOR KIEHL remarked that Amendment 2 was not about the value of the two projects. He explained that it was about the constitutional language limiting what could be considered as capital improvements. The legislature has a statute that describes what can be considered as capital projects. However, the Alaska Constitution has a hard and fast limit. He stated that the Alaska Supreme Court has ruled several times and the Department of Law has provided guidance. Capital improvements require something durable and tangible must remain. However, identifying material sites and water sources does not fit that standard.

1:44:42 PM

SENATOR MICCICHE maintained his objection.

1:44:45 PM

At ease

1:45:36 PM

CHAIR MYERS reconvened the meeting.

1:45:43 PM

A roll call vote was taken. Senators Shower, Kiehl, and Meyers voted in favor of Amendment 2 and Senator Micciche voted against it. Therefore, Amendment 2 passed by a 3-1 vote.