

MATANUSKA-SUSITNA BOROUGH

Transportation Advisory Board Agenda

Vern Halter, Mayor

Vacant
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
Jason Ortiz, Development Services Manager
Fred Wagner, Platting Officer

*Assembly Chambers of the
Dorothy Swanda Jones Building
350 E. Dahlia Avenue, Palmer*

**September 24, 2021
SPECIAL MEETING**

9:30 A.M.

Ways to participate in the Transportation Advisory Board meetings:

Microsoft Teams meeting
Join on your computer or mobile app
[Click here to join the meeting](#)

Or call in (audio only)
+1 907-290-7880,
Conference ID: 169 289 826#

- I. CALL TO ORDER
- II. ROLL CALL – DETERMINATION OF QUORUM
- III. APPROVAL OF AGENDA
- IV. AUDIENCE PARTICIPATION (*three minutes per person, for items not scheduled for public hearing*)
- V. NEW BUSINESS
 - A. Timber Transport Permit
 - B. Transportation Infrastructure Package Funding Mechanisms and Prioritizing the project list
- VI. MEMBER COMMENTS
- VII. ADJOURNMENT

Disabled persons needing reasonable accommodation in order to participate at a MSB Fish and Wildlife Commission Meeting should contact the borough ADA Coordinator at 861-8432 at least one week in advance of the meeting.

SUBJECT: AN ORDINANCE OF THE MATANUSKA-SUSITNA BOROUGH ASSEMBLY AMENDING MSB 23.20.130 AFFECTING TIMBER SALVAGE SALES ON BOROUGH LAND BY ADOPTING BROADER TERMS TO ADDRESS FOREST HEALTH AND REPEALING MSB 28.60.070 TRAFFIC SAFETY PLAN AND MSB 28.60.080 TIMBER TRANSPORT PERMIT IN THEIR ENTIRETY.

AGENDA OF: September 21, 2021

ASSEMBLY ACTION:

MANAGER RECOMMENDATION: Introduce and set for public hearing.

APPROVED BY MICHAEL BROWN, BOROUGH MANAGER: _____

Route To:	Department/Individual	Initials	Remarks
	Originator		
	Community Development Director		
	Finance Director		
	Borough Attorney		
	Borough Clerk		

ATTACHMENTS: Fiscal Note: YES ___ NO X
MSB 28.60.070 Traffic Safety Plan (2 pp)
MSB 28.60.080 Timber Transport Permit (2 pp)
Michigan State University Extension Pamphlet (4 pp)
Assembly Ordinance Serial No. 21-092 (6 pp)

SUMMARY STATEMENT: The amount of beetle kill spruce and other dead and damaged trees across forestland in the Borough is at an all-time high. Borough-offered timber sales have received zero interest from the public in the last several years; therefore, in an effort to help improve forest health and reduce fire hazard, a Code amendment to MSB 23.20.130 is proposed to make it easier and more productive to salvage dead and dying timber. The amendment would exempt harvest of dead and dying trees from the five-year timber harvest schedules, provide for over-the counter sales, remove the fair market value determination, and remove the traffic safety plan and timber transport permit requirement in their entirety. Amending Borough Code is intended to attract commercial

interest and contracts before the trees die, blow over, or simply rot on the ground.

The goal under the amended harvest requirements is to target Borough-owned forestland comprised primarily of beetle-killed spruce and over-mature and insect damaged birch. The amendment would reduce the time required to offer timber harvest permits and sales thereby encouraging the local timber industry to remove dead and dying trees from Borough-owned land. Public notice would still be required for individual applications under the amended Code and harvests in excess of 64,000 cubic feet or 500 cords would still be presented to the Assembly for approval.

DISCUSSION: The recent spruce die-off associated with the bark beetle has reached levels never seen before in the Borough. Over 1.2 million acres of forest in South Central Alaska have been affected, with over 60,000 acres of land in the Borough impacted in 2020 alone. Additionally, the invasive birch leafminer has impacted over 170,000 acres. The birch defoliation coupled with birch trunk and canker rot are increasing the mortality of over-mature birch trees.

According to Alaska Forest Health Condition Reports, insect infestations continue to expand across South Central Alaska. Roughly half of the Borough-owned forestland is covered with over-mature, diseased, or defective trees which present a higher fire danger. Forestland owned by the State, Native Corporations, Alaska Mental Health Trust, and the University, comprise over 80% of the forestland in the Borough, and are in a similar condition. Removal of damaged/dying trees is proven to enhance growth of younger, healthier, fire-resistant trees.

Demand has been rapidly outpaced by supply for low value timber products such as wood chips and firewood. The local timber industry has been inundated with requests to cull the dead trees from public and private land; however, there is little to no interest from loggers to pay the Borough to cut timber on Borough forestland when they are actually receiving compensation to cut private timber. Removal of beetle-kill spruce on Borough-owned land is estimated to cost taxpayers millions based simply on the volume of dead trees and access challenges.

The U.S. Forest Service defines timber salvage as: the removal of dead, damaged, or susceptible trees, essentially to prevent the spread of pests or pathogens and promote forest health. Proposed Borough timber salvage locations will be designated in areas with high concentrations of standing dead or dying trees, areas with high fuel loads, areas for fuel breaks, and areas determined to be in the path of insect infestations. Michigan State University

Extension Service provided a very good recap pamphlet about timber salvage which is included herein for informational purposes.

Timber salvage sales targeting dead and dying trees is part of the Borough's wildfire preparedness effort. In addition, the Borough implemented a new policy in 2021 allowing homeowners to thin trees on Borough-owned land in accordance with the FireWise prescription to reduce wildfire risk to their property. A Borough policy was also approved in 2021 allowing homeowners to fell hazard trees on Borough-owned land that could fall and damage their private property.

The Borough hired a contractor in 2021 to fell hazard trees - many of which were beetle killed spruce - along public trails in Alcantra Sports Complex, Crevasse Moraine Trail System, Government Peak Recreation Area and the Jim Creek Recreation Area. Borough staff and the public have partnered to remove these trees for personal use firewood as well as sale of firewood at Borough campgrounds. In order to avoid conflicts between timber salvage areas and public recreation, proposed salvage areas will not overlap existing designated recreation areas.

Beetle-kill firewood harvest areas opened to the public by the Borough in 2020 were very successful. New personal use firewood harvest areas were opened in June 2021 offering free permits to the public to harvest beetle-killed spruce from Borough forestland. The Borough is also working with the State Division of Forestry to reduce fuel loading at the urban-wildland interface and is planning additional fuel reductions for the coming winter.

The requirements for a traffic safety plan and timber transport permit were adopted into Borough Code in 2007. One timber transport permit has been issued since 2007, for a harvest that was not cut. General traffic safety and commercial traffic standards enforced by the Alaska Department of Transportation and Department of Safety apply to timber harvest operations utilizing public roads. Repealing MSB 28.60.070 and MSB 28.60.080 will alleviate an additional layer of regulation already covered by state requirements and supplemented by other Borough Code requirements for artificial lighting, noise, and buffers. Singling out logging trucks for a transport permit while allowing gravel trucks, fuel trucks and septage trucks to operate without similar safety considerations is disproportionate to the volume of regular truck traffic. There are no similar rules for coal, gasoline, oil, trash, waste, septage, building materials, concrete trucks or even transportation of hazardous materials. There have been no permitted logging operations on borough roads since the permit requirement was adopted in 2007. There have been countless gravel, fuel, and septage trucks on borough roads each year.

Additionally, road maintenance concerns can be adequately addressed during contract review by the Borough Public Works Department and Borough Attorney's office. Repealing these Borough requirements are anticipated to help spur future timber harvests. Title 28 is adjudicated under the Planning Department who has reviewed the Title 23 amendments, concurs it will provide a public benefit, and supports repealing MSB 28.60.070 and MSB 28.60.080 in their entirety.

The Borough Planning Commission held a public hearing on this legislation during their regularly scheduled meeting August 16, 2021. A Planning Commission Resolution supporting Assembly adoption of the legislation failed with three votes in favor and one vote in opposition.

RECOMMENDATION OF ADMINISTRATION: Adoption of Ordinance 21-092 amending MSB 23.20 and repealing MSB 28.60.070 Traffic Safety Plan and MSB 28.60.080 Timber Transport Permit in their entirety.

28.60.070 TRAFFIC SAFETY PLAN.

- (A) The state of Alaska has primary responsibility for regulating and enforcing commercial vehicle enforcement, traffic control, and equipment standards on all highways.
- (B) A traffic safety plan under this section is only required as part of a timber transport permit in accordance with MSB 28.60.080.
- (C) If applicable the person shall prepare a traffic safety plan prior to beginning timber harvest transportation operations.
- (D) The purpose of a traffic safety plan is to identify road or traffic conditions potentially adverse to safe cargo-carrying vehicle operations and public health, safety, and welfare, and to identify specific actions to be taken by the operator to mitigate such conditions.
- (E) The traffic safety plan shall apply to the most likely used road routes from the point of leaving the operations area to its initial intersection with any state or borough road classified as a major collector, arterial, or highway under the functional classification system.
- (F) The person shall provide the borough public works department a map showing the route(s) to be used described in subsection (E) of this section.
- (G) The borough public works department shall provide the person with a description and a map at a sufficient scale that clearly shows, but not limited to, the following general road conditions:
- (1) width of drivable surface;
 - (2) existence and width of shoulders;
 - (3) curves subject to off-tracking at posted speed;
 - (4) steep grades requiring sustained braking;
 - (5) presence of school bus routes, times that buses are picking up or dropping off students along the route, specific stops where line of sight to a bus is limited (e.g., the State Department of Transportation and Public Facilities considers less than 700 feet at 35 miles per hour and less than 1,000 feet at 55 miles per hour to be a reason for closer analysis); and
 - (6) presence of known "walk to school" or "pedestrian" crossing areas, trails, or other uses on or adjacent to the road surface.
- (H) Using the information from subsection (G) of this section, the person shall prepare a traffic safety plan

prior to beginning timber harvest transportation operations. At a minimum the traffic safety plan will address:

- (1) time(s) of day cargo-carrying vehicle use will occur;
- (2) type, gross vehicle weight and overall length of cargo-carrying vehicles that will be utilized; and
- (3) number of trips by cargo-carrying vehicles that will occur per day or week.

(l) The plan shall serve as the basis for determining the requirements to be included in the timber transportation permit, and by the person to:

- (1) identify topics and issues to be discussed at regular truck driver safety meetings;
- (2) identify hauling time-period limitations that may be necessary for traffic safety or noise abatement;
- (3) identify vehicle operator actions such as reduced speed where road conditions or other uses warrant; and
- (4) identify the means of public information to be taken by the person to notify the public about timber harvest plan of operations and mitigating actions that will be taken in the traffic safety plan.

(Ord. 18-093, § 2, 2019; Ord. 06-223(SUB)(AM), § 2 (part), 2007)

28.60.080 TIMBER TRANSPORT PERMIT.

(A) A timber transport permit (TTP) is required when the person will be utilizing roads outside of the timber harvest area for the transportation of harvested timber or timber harvest products in excess of two cargo-carrying vehicles per day, or 10 cargo-carrying vehicles in a one-calendar-week period, whichever is more.

(B) A complete application shall include a proposed traffic safety plan that meets the criteria set forth in MSB 28.60.070, and a copy of the summary page of the FRPA Detailed Plan of Operations as submitted to the State Division of Forestry, or the Forest Land Use Plan (FLUP).

(C) *Public notice.*

- (1) Public notice shall be provided within five working days of receipt of the information required in subsection (B) of this section.
- (2) Public notice required under this chapter shall be given in accordance with MSB 23.05.025, Public notice.
- (3) The public notice shall contain the provisions of the traffic safety plan; and the Detailed Plan of Operations as filed with the State Division of Forestry or the Forest Land Use Plan (FLUP). The FLUP or

the Detailed Plan of Operations shall not be subject to comment under this notice, but shall be provided for the reviewers' information.

(4) The borough shall prepare and be responsible for the distribution and publication of the legal notice.

(5) The person shall be responsible for costs of distribution and publication of the legal notice.

(D) The director shall consider the information supplied by the person and the comments received from the public notice in making their decision.

(E) The timber transport permit shall be issued by the director if the traffic safety plan effectively addresses the following objectives and standards:

(1) the adequacy of access to and from the operations area and the effect on pedestrian and vehicular circulation and safety;

(2) adequacy of the proposed transportation plan to deal with intersections, road conditions, site distances, traffic volumes, types of equipment, existing road use, and may include, under certain circumstances, dust control and snow removal;

(3) the effect of the proposed transportation on recreational uses and tourism-related activities; and

(4) the effect the proposed transportation will have on general public health, safety, and welfare.

(F) The permit will contain:

(1) time(s) of day cargo-carrying vehicle use is permitted to occur;

(2) type, gross vehicle weight and overall length of cargo-carrying vehicles that may be utilized;

(3) maximum number of trips by cargo-carrying vehicles that shall occur per day or per week;

(4) presence of school bus routes, times that buses are picking up or dropping off students along the route, specific stops where line of sight to a bus is limited;

(5) presence of known "walk to school" or "pedestrian" crossing areas, trails, or other uses on or adjacent to the road surface;

(6) identify vehicle operator actions such as reduced speed where road conditions or other uses warrant;

(7) identify the means of public information to be taken by the person to notify the public about timber harvest operations and actions that will be taken to implement a traffic safety plan;

- (8) traffic signs or warning signs that shall be posted during timber hauling operations; and
 - (9) any road maintenance that shall be required during and after timber hauling operations.
- (G) An application for a TTP shall be issued or rejected by the director within five working days following completion of the public notice as required under this section.
- (H) The time period for issuance or denial of the permit may be extended by either the director or the person for a period of time mutually decided by the director and the person, but not to exceed 30 days.
- (I) A TTP may be amended, suspended or revoked by the director based on significant changes to the:
- (1) volume of timber, timing of harvest, or size of area being harvested; or
 - (2) changes in volume of traffic or other conditions that require changes to the traffic safety plan; or
 - (3) changes, damages, or wear to borough roads.
- (J) If a change is determined to be significant by the director, or a permit is to be suspended or revoked, a new public notice shall be required.
- (K) If a proposed change is determined to be significant by the director, the original terms and conditions of the TTP shall be followed until the proposed terms and conditions of the TTP are accepted, amended or denied.
- (L) *Administrative appeal.*
- (1) A decision by the director including amendment, suspension or revocation of a timber transport permit may be appealed in writing to the manager within 10 working days of being approved or denied in writing by the director. A copy of the written decision shall be mailed to the applicant and to any person who meaningfully participated during the public notice and comment period.
 - (2) The 10 working days begins on the date the decision is postmarked or personally delivered.
 - (3) An appeal must be postmarked or received by the manager within the 10-day period. The appeal must specifically state the reasons for the appeal and a proposed resolution.
- (M) The manager may uphold, amend, or overturn the decision by the director. The decision of the manager is the final decision of the borough.
- (Ord. 06-223(SUB)(AM), § 2 (part), 2007)

Timber salvage

Bill Cook - October 4, 2018

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Windstorms, insect outbreaks, disease epidemics, wildfire, and other disturbance events can create havoc (or opportunity!) in our woodlands. Many forestowners need to know what to do with the damaged trees before it is too late.



Salvaging damaged timber is a fairly easy concept to understand but can be quite difficult to implement. Every situation is going to be different. Salvage operations can sometimes be combined with other cutting practices, such as thinning or pre-commercial work. Given the need for timber salvage, having a management plan on-hand can be a helpful resource.

Usually, salvage involves lower quality timber because it is cracked, bent, burned, full of holes, or otherwise degraded by a particular event. There are often safety issues, especially with wind damage, due to the stressed trunks from bent or leaning trees.

There is also a time-sensitive element. The wood needs to be harvested before stain and wood-rot fungi result in further degradation, or simply render the standing trees non-commercial. The season in which the disaster occurs is important. During the growing season, high quality trees in a salvage situation can be stained within weeks. In conifers, the wood boring insects will attack the newly available food source within a similar time frame, and then will turn towards standing live trees. Another element to consider is the availability of logging contractors and the operability of the forest stand. Loggers usually have aggressive schedules. A tough job with an insufficient dollar value and a higher risk factor can be serious barriers to attracting a logger. Fitting-in a salvage job is generally not on their high priority list. What to do? The best action will be to hire a consulting forester.

Consulting foresters can provide a reasonable description of the unique opportunities and challenges with a particular salvage situation. They are familiar with the regional logging contractors, their equipment configurations, and (perhaps) their general availability. They also understand the need for urgent action, if at all possible.



Fire damage to a forest.

Area markets are another important consideration. Where a robust community of wood-based mills exist, the odds of a successful timber sale increase. In areas where markets are limited, so are the timber sale odds.

A salvage operation that involves higher-quality material will be substantially more attractive to loggers than lower quality stands. Or, having a logging crew on-hand can be a good opportunity to thin or harvest a nearby undamaged stand that, by itself, would not be commercially attractive. Bundling non-salvage work with a salvage operation can, sometimes, sweeten the pot. Given a salvage situation, thinning or cleaning operations might add to the pot of marketable timber. Sometimes, a forest owner can negotiate with a logger with no-stumpage salvage in exchange for road improvement or other objectives. “Stumpage” is the monetary value of standing trees.

Along these same lines, there may be neighbors in a similar salvage situation. Combining multiple jobs at the same time will be more attractive to a logger. When considering a salvage, from damage done by a discreet event over a short time period, there may timber sale income tax provisions that work in a forestowner’s favor. This is a situation to bring to a federal income tax expert familiar with the IRS rules regarding woodland ownership.

The bottom-line when presented with a timber salvage situation is that there are often several ways to skin that cat. Working with a professional forester can be quite helpful in identifying various alternatives. And, a salvage operation is not something to put onto the back burner. If salvage is desired, don’t delay!

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CODE ORDINANCE

Sponsored By:
Introduced:
Public Hearing:
Adopted:

**MATANUSKA-SUSITNA BOROUGH
ORDINANCE SERIAL NO. 21-092**

AN ORDINANCE OF THE MATANUSKA-SUSITNA BOROUGH ASSEMBLY AMENDING MSB 23.20 AFFECTING TIMBER SALVAGE SALES ON BOROUGH LAND BY ADOPTING BROADER TERMS TO ADDRESS FOREST HEALTH AND FACILITATE THE REMOVAL OF DAMAGED TIMBER AND REPEALING MSB 28.60.070 TRAFFIC SAFETY PLAN AND MSB 28.60.080 TIMBER TRANSPORT PERMIT.

WHEREAS, The Matanuska-Susitna Borough is heavily infested with spruce bark beetles and birch leafminers with hundreds of thousands of acres affected during the past several years; and

WHEREAS, in accordance with the adopted Borough Forest Management Plan, the intent of this Ordinance is to provide a sustainable supply of timber and other forest products, manage Borough forest stands to promote tree survival and growth, and reduce the risk of loss from fires, animals, insects, and diseases, and to achieve a balance between wood volume production, quality of wood, and timber value at harvest; and

WHEREAS, amending MSB 23.20 will incentivize removal of commercial timber either killed or damaged by events such as wildfire, windstorms, insects, or disease, and is consistent with management objectives for Borough resources; and

WHEREAS, offering a simplified avenue to salvage Borough timber in a timely, more efficient way before the market value of

the timber is lost to insect damage, fire, windthrow and rot provides much needed incentives to commercial loggers; and

WHEREAS, offering salvage sales by over-the-counter means is consistent with other Borough land and resource disposal programs under Title 23; and

WHEREAS, requirement for a timber transport permit and a traffic safety plan was adopted in 2007, with only one such timber transport permit having ever been issued for a harvest that was never cut; and

WHEREAS, local timber industry representatives have indicated the Code requirement is onerous and detrimental to the Borough's efforts to sell timber and is partially responsible for the lack of interest in Borough timber sales over the years; and

WHEREAS, the Alaska Forest Resources and Practices Act contains sufficient safeguards for the public health, safety, and environment, which are further supplemented by the Borough Code requirements for artificial lighting, noise, and buffers; and

WHEREAS, traffic safety standards promulgated by the Alaska Department of Transportation apply to all industries and all public roads and the Borough does not need to develop industry specific traffic safety standards; and

WHEREAS, no other local industry traffic, such as gravel, fuel, septage, or freight are required by Borough code to develop traffic safety plans or obtain transport permits; and

WHEREAS, Borough road maintenance concerns related to Borough timber sales can be adequately addressed in timber sale contracts that have been reviewed by the Public Works Department and the Borough Attorney's office; and

WHEREAS, Title 28 is adjudicated by the Borough Planning Department who has reviewed and provided input on the proposed amendments for Title 23 and Title 28.

BE IT ENACTED:

Section 1. Classification. Sections 2, 3, 4, 5, 6, and 7 of this Ordinance are of a general nature and shall become part of Borough Code.

Section 2. Amendment of Subsection. MSB 23.20.130(D) is hereby amended to read as follows:

(D) Firewood sales, timber sales, and salvage sales other than those in MSB 23.20.167, and non-timber product sales, leases, or permits for less than five years in duration and for less than 12,800 cubic feet of timber or 100 cords of firewood for timber, firewood and salvage sales, or \$25,000 for non-timber-product sales, may, after public notice pursuant to MSB 23.05.025, be offered over the counter by the manager without competitive bid.

Section 3. Amendment of Subsection. MSB 23.20.040(E) is hereby amended to read as follows:

(E) Timber harvest volumes sold, leased, or permitted and harvested under personal use of timber resources (MSB 23.20.170), or as a timber salvage sale under MSB 23.20.167 shall not count against annual allocable cut limitations established in this section. [TIMBER HARVEST VOLUMES SOLD, LEASED, OR PERMITTED AND HARVESTED WITHIN THE CHIJUK CREEK NATURAL RESOURCE MANAGEMENT UNIT, WHICH WILL TERMINATE BY JULY 1, 2019, SHALL NOT COUNT AGAINST ALLOWABLE CUT LIMITATIONS ESTABLISHED IN THIS SECTION.]

Section 4. Amendment of Section. The Title of MSB 23.20.165 is hereby amended as follows:

23.20.165 TIMBER SALVAGE ON BOROUGH LAND Due To Conversion

Section 5. Adoption of Section. MSB 23.20.167 is hereby adopted to read as follows:

23.20.167 TIMBER SALVAGE ON BOROUGH LAND DUE TO FOREST HEALTH

(A) The Borough may conduct salvage sales of timber from Borough-owned forestland in effort to avoid loss of the market value of timber damaged by fire, insect infestation, or acts of nature, or the loss of the market value of timber threatened by insect

infestation, or to create fuel breaks, or to reduce the fuel loading of the forest, or to reduce the spread of insect infestation.

(B) A salvage sale conducted for forest health purposes may be offered over the counter and is exempt from MSB 23.20.090, MSB 23.20.130, MSB 23.20.150, and does not count towards the annual allowable cut calculation.

(C) In order to be considered a forest health salvage operation and subject to a salvage sale or permit under this section, the project must be approved prior to the timber salvage operations commencing.

(D) The decision on whether a timber salvage operation will promote the forest health shall be made by the Community Development Director or Manager.

(E) The decision on whether the timber salvage operations should be considered as a sale or permit shall be made by the Community Development Director based on such factors such as timber volume and condition, harvest duration, and value.

(F) Forest health timber salvage sales up to 64,000 cubic feet or 500 cords may be approved by the Manager, after public notice pursuant to MSB 23.05.025, without competitive bid. Forest health salvage sales in excess

of 64,000 cubic feet or 500 cords shall be approved by
the Assembly prior to contract execution.

Section 6. Repeal of Section. MSB 28.60.070, Traffic Safety Plan is hereby repealed in its entirety.

Section 7. Repeal of Section. MSB 28.60.080, Timber Transport Permit is hereby repealed in its entirety.

Section 8. Effective Date. This ordinance shall take effect upon adoption.

ADOPTED by the Matanuska-Susitna Borough Assembly this
__ day of ____, 2021.

VERN HALTER, Borough Mayor

ATTEST:

LONNIE R. McKECHNIE, CMC, Borough Clerk

(SEAL)

**MATANUSKA-SUSITNA BOROUGH
TRANSPORTATION ADVISORY BOARD
RESOLUTION SERIAL NO. 18-05**

A RESOLUTION OF THE MATANUSKA-SUSITNA BOROUGH TRANSPORTATION ADVISORY BOARD RECOMMENDING ASSEMBLY MODIFICATION OF ASSEMBLY ORDINANCE 18-093 AMENDING MSB 28.60 TIMBER HARVEST TO CHANGE THE APPLICABILITY FOR TRAFFIC SAFETY PLAN AND TIMBER TRANSPORT PERMIT AND AMENDING MSB 28.100 DEFINITIONS.

WHEREAS, MSB 28.60 was enacted in 2007; and

WHEREAS, under the existing code, a traffic safety plan and timber transport permit is not required for timber sales less than 40 acres or timber sales that do not exceed two cargo-carrying vehicles per day or 10 cargo-carrying vehicles in one calendar-week period, whichever is more; and

WHEREAS, the majority of timber operators within the borough own one or two log trucks and are not affected by the existing code; and

WHEREAS, a Traffic Safety Plan is not necessarily costly as it does not require engineering analysis or surveying; and

WHEREAS, large timber operations can create unsafe traffic conditions related to heavy traffic; and

WHEREAS, the development of a Traffic Safety Plan can help identify and mitigate dangerous traffic conflicts or maintenance issues.

NOW, THEREFORE, BE IT RESOLVED, that the Matanuska-Susitna Borough Transportation Advisory Board recommends Assembly adoption of OR 18-093 with the following amendments:

Section 3- remove section 3 of the ordinance and keep MSB 28.60.080 as written.

Section 4- redefine cargo-carrying vehicle to specify the size of trucks that would be regulated under this section.

ADOPTED by the Matanuska-Susitna Borough Transportation
Advisory Board this 13 day of December, 2018.


Cindy Bettine, Chair

ATTEST:


Benjamin Coleman, Transportation Planner
Staff Support

2002 Alaska Vehicle Crashes

Vehicle	# Crashes	Fatalities
Pickups	11,198	50
Cars	11,406	38
Other Non-Commercial	420	1
Motorhome	74	0
Flatbed Truck	80	1
Dump Truck	58	0
Tractor		
w/Trailer(s)	14	0
Tanker Truck	32	1

Table II.A.1.1**2003 Alaska Vehicle Crashes**

Vehicle	# Crashes	Fatalities
Pickups	13,107	58
Cars	11,436	48
Other Non-Commercial	887	0
Motorhome	100	3
Flatbed Truck	67	0
Dump Truck	88	3
Tractor		
w/Trailer(s)	21	0
Tanker Truck	30	1

Table A.1.1**2004 Alaska Vehicle Crashes**

Vehicle	# Crashes	Fatalities
Pickups	13,718	77
Cars	10,550	33
Other Non-Commercial	948	4
Motorhome	75	0
Flatbed Truck	76	2
Dump Truck	64	2
Tractor		
w/Trailer(s)	26	1
Tanker Truck	61	3

Table A.1.1**2005 Alaska Vehicle Crashes**

Vehicle	# Crashes	Fatalities
Pickups	12,301	52
Cars	9,271	39
Other Non-Commercial	1,112	2
Motorhome	71	1
Flatbed Truck	45	0
Dump Truck	49	1
Tractor		
w/Trailer(s)	15	1
Tanker Truck	48	0

Table A.1.1**2006 Alaska Vehicle Crashes**

Vehicle	# Crashes	Fatalities
Pickups	9,994	37
Cars	9,408	50
Other Non-Commercial	1,051	6
Motorhome	54	0
Flatbed Truck	50	0
Dump Truck	59	0
Tractor		
w/Trailer(s)	11	0
Tanker Truck	15	1

Table A.1.1**2007 Alaska Vehicle Crashes**

Vehicle	# Crashes	Fatalities
Pickups	10,196	53
Cars	7,092	40
Other Non-Commercial	664	2
Motorhome	61	2
Flatbed Truck	49	0
Dump Truck	52	0
Tractor		
w/Trailer(s)	3	0
Tanker Truck	20	1

Table A.1.1

2008 Alaska Vehicle Crashes

Vehicle	# Crashes	Fatalities
Pickups	9,640	34
Cars	9,240	37
Other Non-Commercial	1,000	0
Motorhome	50	0
Flatbed Truck	24	1
Dump Truck	46	1
Tractor w/Trailer(s)	2	0
Tanker Truck	23	1

Table A.1.1

II. VEHICLE RECORDS

A. ALL VEHICLES

Table II.A.1.1
Vehicles In 2002 Alaska Traffic Accidents
by Vehicle Type and Accident Severity

VEHICLE TYPE	CRASH SEVERITY				TOTAL VEHICLES
	Property Damage Only	Minor Injury	Major Injury	Fatal	
passenger car	7,529	3,380	459	38	11,406
light truck, pickup	7,627	3,122	399	50	11,198
other noncommercial	370	45	4	1	420
other med-hvy truck	231	69	11	2	313
bicycle	42	133	25	-	200
pedestrian	14	115	45	18	192
motorcycle	31	79	37	15	162
commercial bus	123	17	2	-	142
off road vehicle	27	26	22	7	82
flatbed truck	57	20	2	1	80
non contact vehicle	54	20	4	-	78
motor home	56	15	3	-	74
school bus	51	6	1	-	58
dump truck	39	16	3	-	58
cargo tank	17	13	1	1	32
garbage truck	19	1	-	-	20
tractor with trailer(s)	13	1	-	-	14
van, enclosed box	6	-	-	-	6
med-hvy straight truck	3	1	-	-	4
truck tractor unit	1	-	-	-	1
ALL	16,310	7,079	1,018	133	24,540

SECTION III – VEHICLE LEVEL DATA

Table A.1.1

**Vehicles In 2003 Alaska Traffic Accidents,
Vehicle Type and Accident Severity**

VEHICLE TYPE	CRASH SEVERITY				TOTAL VEHICLES
	Property Damage Only	Minor Injury	Major Injury	Fatal	
light truck, pickup	9,191	3,423	435	58	13,107
passenger car	7,745	3,281	362	48	11,436
other noncommercial	759	120	8	-	887

VEHICLE TYPE	CRASH SEVERITY				TOTAL VEHICLES
	Property Damage Only	Minor Injury	Major Injury	Fatal	
other med-hvy truck	248	63	11	2	324
bicycle	46	159	21	4	230
motorcycle	36	78	45	15	174
pedestrian	26	92	46	9	173
commercial bus	105	24	2	-	131
motor home	72	25	-	3	100
med-hvy straight truck	68	25	-	-	93
dump truck	60	22	3	3	88
off road vehicle	30	34	12	9	85

VEHICLE TYPE	CRASH SEVERITY				TOTAL VEHICLES
	Property Damage Only	Minor Injury	Major Injury	Fatal	
flatbed truck	50	13	4	-	67
school bus	39	4	-	-	43
non contact vehicle	23	15	1	-	39
cargo tank	20	6	3	1	30
tractor with trailer(s)	15	4	2	-	21
garbage truck	10	4	1	-	15
van, enclosed box	7	3	-	-	10
dog sled	2	-	-	-	2
truck tractor unit	2	-	-	-	2
ALL	18,554	7,395	956	152	27,057

SECTION III – VEHICLE LEVEL DATA

Table A.1.1
Vehicles In 2004 Alaska Traffic Accidents,
Vehicle Type and Accident Severity

VEHICLE TYPE	CRASH SEVERITY				TOTAL VEHICLES
	Property Damage Only	Minor Injury	Major Injury	Fatal	
light truck, pickup	9,764	3,462	415	77	13,718
passenger car	7,172	2,990	355	33	10,550

VEHICLE TYPE	CRASH SEVERITY				TOTAL VEHICLES
	Property Damage Only	Minor Injury	Major Injury	Fatal	
other noncommercial	760	165	19	4	948
other med-hvy truck	234	41	6	5	286
bicycle	34	126	24	2	186
commercial bus	139	30	1	-	170
pedestrian	29	97	32	12	170
motorcycle	31	79	35	8	153
off road vehicle	38	28	16	7	89
flatbed truck	52	17	5	2	76
motor home	58	16	1	-	75
dump truck	50	10	2	2	64

VEHICLE TYPE	CRASH SEVERITY				TOTAL VEHICLES
	Property Damage Only	Minor Injury	Major Injury	Fatal	
cargo tank	45	9	4	3	61
school bus	32	5	-	-	37
med-hvy straight truck	24	9	2	-	35
tractor with trailer(s)	18	6	1	1	26
garbage truck	18	3	1	-	22
van, enclosed box	9	1	-	-	10
dog sled	2	2	-	-	4
non contact vehicle	1	-	-	-	1
truck tractor unit	1	-	-	-	1

VEHICLE TYPE	CRASH SEVERITY				TOTAL VEHICLES
	Property Damage Only	Minor Injury	Major Injury	Fatal	
ALL	18,511	7,096	919	156	26,682

**Table A.1.1 Vehicles In 2005 Alaska Traffic Crashes,
Vehicle Type and Accident Severity**

VEHICLE TYPE	CRASH SEVERITY				TOTAL VEHICLES
	Property Damage Only	Minor Injury	Major Injury	Fatal	
Light Truck, Pickup	8,528	3,324	397	52	12,301
Passenger Car	6,093	2,834	305	39	9,271
Other Noncommercial	890	198	22	2	1,112
Other Med-Heavy Truck	160	39	7	1	207
Bicycle	36	117	23	1	177
Motorcycle	36	93	42	4	175
Pedestrian	19	67	33	9	128
Commercial Bus	84	19	1	-	104
Off Road Vehicle	36	23	11	6	76
Motor Home	56	11	3	1	71
Dump Truck	35	12	1	1	49
Cargo Tank	33	12	3	-	48
Flatbed Truck	30	12	3	-	45
School Bus	23	6	-	-	29
Tractor With Trailer(s)	11	3	-	1	15
Med-Heavy Straight Truck	10	4	-	-	14
Garbage Truck	8	2	1	-	11
Dog Sled	3	-	-	-	3
Van, Enclosed Box	1	1	-	-	2
ALL	16,092	6,777	852	117	23,838

**Table A.1.1 Vehicles in 2006 Alaska Traffic Accidents,
Vehicle Type and Accident Severity**

VEHICLE TYPE	CRASH SEVERITY				TOTAL VEHICLES
	Property Damage Only	Minor Injury	Major Injury	Fatal	
Light Truck, Pickup	7,104	2,547	306	37	9,994
Passenger Car	6,477	2,639	242	50	9,408
Other Noncommercial	845	184	16	6	1,051
Other Med-Heavy Truck	169	44	4	4	221
Bicycle	32	99	19	1	151
Motorcycle	33	58	24	9	124
Pedestrian	21	67	26	9	123
Commercial Bus	78	26	3	-	107
Off Road Vehicle	31	17	8	10	66
Dump Truck	47	11	1	-	59
Motor Home	41	9	4	-	54
Flatbed Truck	40	9	1	-	50
School Bus	23	6	1	-	30
Cargo Tank	14	-	-	1	15
Tractor With Trailer(S)	9	2	-	-	11
Med-Heavy Straight Truck	7	2	-	-	9
Garbage Truck	5	1	-	-	6
Van, Enclosed Box	3	2	-	-	5
Dog Sled	2	-	-	-	2
Truck Tractor Unit	1	-	-	-	1
ALL	14,982	5,723	655	127	21,487

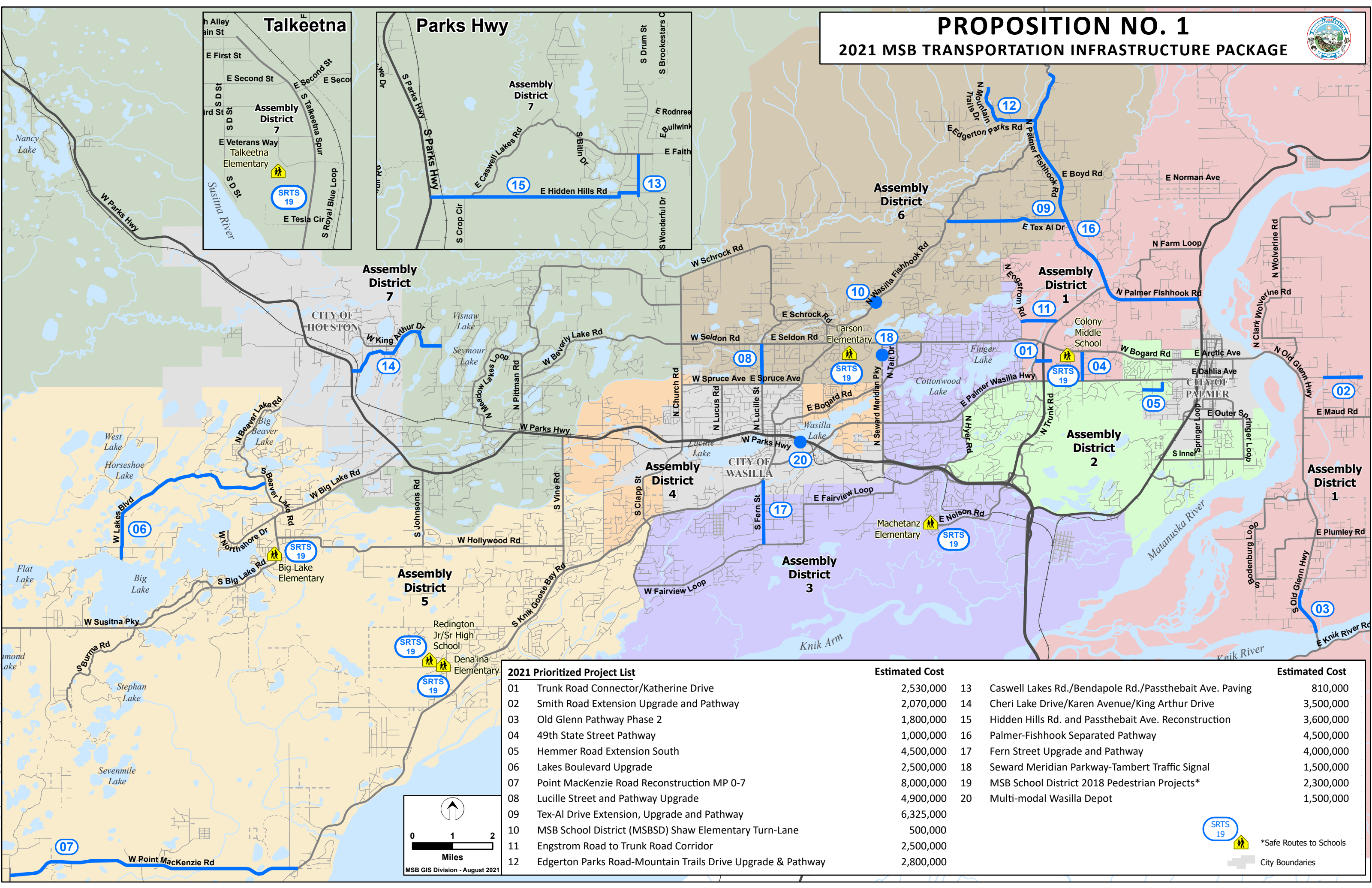
**Table A.1.1 Vehicles in 2007 Alaska Traffic Crashes,
Vehicle Type and Accident Severity**

VEHICLE TYPE	CRASH SEVERITY					TOTAL VEHICLES
	Property Damage Only	Minor Injury	Major Injury	Fatal	-	
Light Truck, Pickup	7,263	2,601	279	53	-	10,196
Passenger Car	4,893	1,974	185	40	-	7,092
Other Noncommercial	568	87	7	2	-	664
Other Med-Heavy Truck	168	48	11	4	-	231
Bicycle	34	101	18	2	-	155
Motorcycle	30	72	43	8	-	153
Commercial Bus	91	21	3	3	-	118
Pedestrian	17	57	30	13	-	117
Off Road Vehicle	30	33	17	11	-	91
Motor Home	44	11	4	2	-	61
Dump Truck	38	10	4	-	-	52
Flatbed Truck	39	10	-	-	-	49
School Bus	20	3	-	-	-	23
Cargo Tank	16	3	-	1	-	20
Garbage Truck	12	2	-	-	-	14
Med-Heavy Straight Truck	1	3	-	-	-	4
Tractor With Trailer(s)	3	-	-	-	-	3
Truck Tractor Unit	-	-	1	-	-	1
Missing	-	-	-	-	1	1
ALL	13,267	5,036	602	139	1	19,045

Table A.1.1
Vehicles Involved in 2008 Alaska Traffic Crashes
Vehicle Type and Crash Severity

VEHICLE TYPE	CRASH SEVERITY				TOTAL VEHICLES
	Property Damage Only	Minor Injury	Major Injury	Fatal	
Light truck, pickup	6,954	2,421	231	34	9,640
Passenger car	6,503	2,468	232	37	9,240
Other non-commercial	860	125	15	-	1,000
Other medium-heavy truck	217	45	6	2	270
Bicycle	35	116	14	1	166
Motorcycle	30	92	30	10	162
Pedestrian	25	69	25	4	123
Commercial bus	66	11	3	-	80
Off road vehicle	22	27	21	6	76
Motor home	37	11	2	-	50
School bus	35	9	2	-	46
Dump truck	33	10	2	1	46
Flatbed truck	14	8	1	1	24
Cargo tank	14	7	1	1	23
Garbage truck	6	3	1	-	10
Medium-heavy straight truck	3	-	-	-	3
Tractor with trailer(s)	2	-	-	-	2
Van, enclosed box	2	-	-	-	2
ALL	14,858	5,422	586	97	20,963

PROPOSITION NO. 1
2021 MSB TRANSPORTATION INFRASTRUCTURE PACKAGE



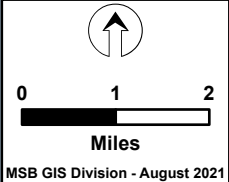
2021 Prioritized Project List

	Estimated Cost		Estimated Cost
01 Trunk Road Connector/Katherine Drive	2,530,000	13 Caswell Lakes Rd./Bendapole Rd./Passthebait Ave. Paving	810,000
02 Smith Road Extension Upgrade and Pathway	2,070,000	14 Cheri Lake Drive/Karen Avenue/King Arthur Drive	3,500,000
03 Old Glenn Pathway Phase 2	1,800,000	15 Hidden Hills Rd. and Passthebait Ave. Reconstruction	3,600,000
04 49th State Street Pathway	1,000,000	16 Palmer-Fishhook Separated Pathway	4,500,000
05 Hemmer Road Extension South	4,500,000	17 Fern Street Upgrade and Pathway	4,000,000
06 Lakes Boulevard Upgrade	2,500,000	18 Seward Meridian Parkway-Tambert Traffic Signal	1,500,000
07 Point MacKenzie Road Reconstruction MP 0-7	8,000,000	19 MSB School District 2018 Pedestrian Projects*	2,300,000
08 Lucille Street and Pathway Upgrade	4,900,000	20 Multi-modal Wasilla Depot	1,500,000
09 Tex-Al Drive Extension, Upgrade and Pathway	6,325,000		
10 MSB School District (MSBSD) Shaw Elementary Turn-Lane	500,000		
11 Engstrom Road to Trunk Road Corridor	2,500,000		
12 Edgerton Parks Road-Mountain Trails Drive Upgrade & Pathway	2,800,000		



*Safe Routes to Schools

City Boundaries



MSB GIS Division - August 2021

	This DRAFT list is a compilation of transportation infrastructure projects for consideration for potential bonding													
Number	Projects	Description	Assembly District	Cost Estimate	RSA	Design	Length (miles)	Functional Classification	School Access	Improves Access/ Safety	Previous Bond Project	Mullti-Modal /Pathway	2035 LRTP	2007 OSHP
1	Trunk Road Connector/Katherine Drive	Project would complete design and construct a collector road from Stringfield Road to Trunk Road and Trunk Road to Manhattan Way providing access to a new school site and the large Midtown Estates Subdivision.	1	\$ 2,530,000	25 Bogard	75%	0.4	Minor Collector	Y	Y	2013 & 2018	Y	Y	
2	Smith Road Extension Upgrade and Pathway	Upgrade the MSB owned segment of Smith Road providing improved and safer residential and recreational trailhead access.	1	\$ 2,070,000	26 Greater Butte		0.9	Minor Collector		Y	2018	Y	Y	Y
3	Old Glenn Pathway Phase 2	Extend the pathway from Sodak Circle to Knik River providing a safe pedestrian and bike facility connecting to the existing pathway all the way into Palmer.	1	\$ 1,800,000	26 Greater Butte	65% (ROW acquisition also underway)	1.2	Minor Arterial		Y	2011	Y		
4	49th State Street Pathway	Construct pathway adjacent to 49th State Street from Bogard Road to Palmer-Wasilla Highway providing a pathway connection between two major highway corridors.	1	\$ 1,000,000	16 South Colony		0.8	Minor Collector						
5	Hemmer Road Extension South	This project will improve safety and traffic signal access to the Valley Pathways School and a large residential subdivision by extending Hemmer Road south of the Palmer Wasilla Highway.	2	\$ 4,500,000	16 South Colony		1.0	Major Collector	Y	Y		Y	Y	Y
6	Lakes Boulevard Upgrade	Reconstruct and repave Lakes Boulevard from Beaver Lake Road to Devils Club Place.	5	\$ 2,500,000	21 Big Lake		5.2	Minor Collector						
7	Point MacKenzie Road Reconstruction MP 0-7	Reconstruct the embankment, add shoulders, and pave Pt. MacKenzie Road from KGB Road to Ayrshire Road providing improved/safer access to Port MacKenzie, Goose Creek Correctional Center and Pt. MacKenzie Agricultural District.	5	\$ 8,000,000	17 Knik	Geotech Complete	7.0	Major Arterial		Y		N	Y	Y
8	Lucille Street and Pathway Upgrade	Project would upgrade Lucille Street and pathway from Spruce Street to Seldon Road and provide a turn lane for Tanaina Elementary School.	6	\$ 4,900,000	28 Gold Trail	65%	1.0	Major Collector	Y	Y	2013	Y		
9	Tex-Al Drive Extension, Upgrade and Pathway	Connect east and west segments of Tex-Al, upgrade remaining portion of the corridor to include a pedestrian pathway.	6	\$ 6,325,000	16 South Colony & 28 Gold Trail	25%	3.0	Minor Collector		Y	2018	Y	Y	Y
10	MSB School District (MSBSD) Shaw Elementary Turn-Lane	Add left-turn lane on the southbound lane of Wasilla Fishhook for safer access to Shaw Elementary.	6	\$ 500,000	28 Gold Trail		0.1	Minor Arterial	y	y				
11	Engstrom Road to Trunk Road Corridor	Project would provide connection from Engstrom Road to Trunk Road connecting to a segment of Homestead Road north of the Trunk Bogard roundabout reducing heavy	6	\$ 2,500,000	25 Bogard		0.9	Minor Collector		Y		N	Y	
12	Edgerton Parks Road-Mtn. Trails Drive Upgrade & Pathway	Project would upgrade Edgerton Parks Road from Palmer-Fishhook Road to Mountain Trails Drive with pathway extending from Palmer-Fishhook Road to GPRA Parking Lot.	6	\$ 2,800,000	16 South Colony	35%	Rd. 1.0 Path 2.0	Minor Collector		Y		Y		
13	Caswell Lakes Rd./Bendapole Rd./Passthebait Ave. Paving	Pave from Caswell Lakes Road down Bendapole Road and Passthebait Avenue to Hidden Hills Road.	7	\$ 810,000	15 Caswell Lakes		3.5	Major Collector						Y
14	Cheri Lake Drive/Karen Avenue/King Arthur Drive	Corridor upgrade/improvements to a large residential area - City of Houston nomination.	7	\$ 3,500,000	City of Houston & 27 Meadow Lakes	35%	3.1	Minor Collector		Y	2018	N		
15	Hidden Hills and Passthebait Ave. Reconstruction	Reconstruct Hidden Hills Road to collector level road from the Parks Highway to Caswell Loop and Passthebait Avenue to Bendapole Road.	7	\$ 3,600,000	15 Caswell Lakes		3.6	Major Collector						Y
16	Palmer-Fishhook Separated Pathway	Provide a safe pedestrian/bicycle facility in this fast growing area of the borough from the Glenn Highway to Little Susitna River Bridge linking to the heavily used Trunk Road pathway.	1,6	\$ 4,500,000	16 South Colony		8.5	Minor Arterial		Y		Y	y	

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