

**MATANUSKA-SUSITNA BOROUGH
PLANNING COMMISSION AGENDA**

Vern Halter, Mayor

PLANNING COMMISSION
Mary Anderson, District 1
Thomas Healy, District 2
John Klapperich, Chair, District 3
Colleen Vague, District 4
William Kendig, District 5
Tomas Adams, District 6
Vern Rauchenstein, District 7



John Moosey, Borough Manager

PLANNING & LAND USE
DEPARTMENT
Eileen Probasco, Director of Planning &
Land Use
Sara Jansen, Acting Planning Services
Chief
Alex Strawn, Development Services
Manager
Fred Wagner, Platting Officer
Mary Brodigan, Planning Clerk

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

**August 1, 2016
REGULAR MEETING
6:00 p.m.**

- I. CALL TO ORDER, ROLL CALL, AND DETERMINATION OF QUORUM
- II. APPROVAL OF AGENDA
- III. PLEDGE OF ALLEGIANCE
- IV. CONSENT AGENDA
Items on the consent agenda are considered to be routine and non-controversial by the Commission and will be approved by one motion. There will be no separate discussion of these items unless a Commission Member so requests, in which case the item will be removed from the Consent Agenda and considered in its normal sequence on the agenda.
 - A. MINUTES
 1. June 20, 2016, regular meeting minutes
 - B. INTRODUCTION FOR PUBLIC HEARING: QUASI-JUDICIAL MATTERS
 - C. INTRODUCTION FOR PUBLIC HEARING: LEGISLATIVE MATTERS
 1. **Resolution 16-28**, recommending Assembly approval of an Interim Materials District (IMD) known as Denali Highway Mile 99, in accordance with MSB 17.28 – Interim Materials District, for the extraction of 500,000 cubic yards of earth material within a 69.91 acre parcel until the year 2060, located within Township 19 South, Range 2 West, Section 10 & 15, Fairbanks Meridian. Public Hearing: August 15, 2016. (*Applicant: State of Alaska, Department of Transportation and Public Facilities, AKDOT&PF, Staff: Susan Lee*)

- V. COMMITTEE REPORTS
- VI. AGENCY/STAFF REPORTS
- VII. LAND USE CLASSIFICATIONS
- VIII. AUDIENCE PARTICIPATION (*three minutes per person, for items not scheduled for public hearing*)
- IX. PUBLIC HEARING: QUASI-JUDICIAL MATTERS (*Public Hearings shall not begin before 6:15 p.m.*)

Commission members may not receive or engage in ex-parte contact with the applicant, other parties interested in the application, or members of the public concerning the application or issues presented in the application.

The Planning Commission members may submit questions to the Planning Commission Clerk concerning the following matters or request for more information from the applicant at the time of the introduction. All questions and requests submitted by the Commission shall be in writing and copies will be provided to the applicant and made available to all interested parties and the public upon request. Answers to questions and additional material requests will be addressed in the staff report for the public hearing.

- X. PUBLIC HEARING: LEGISLATIVE MATTERS
 - A. **Resolution 16-26**, recommending the Assembly adopt the update to the Borough Recreational Trails Plan. (*Staff: Emerson Krueger*)
- XI. CORRESPONDENCE & INFORMATION
- XII. UNFINISHED BUSINESS
 - A. **Resolution 16-25**, recommending the Assembly support the development of a Regional Transportation Planning Partnership Program. Postponed from June 20, 2016. (*Staff: Sara Jansen*)
- XIII. NEW BUSINESS
- XIV. COMMISSION BUSINESS
 - A. Upcoming Planning Commission Agenda Items (*Staff: Alex Strawn*)
- XV. DIRECTOR AND COMMISSIONER COMMENTS
- XVI. ADJOURNMENT (Mandatory Midnight)

In order to be eligible to file an appeal from a decision of the Planning Commission, a person must be designated an interested party. See MSB 15.39.010 for definition of "Interested Party." The procedures governing appeals to the Board of Adjustment & Appeals are contained in MSB 15.39.010-250, which is available on the Borough Internet home page, <http://www.matsugov.us>, in the Borough Clerk's office, or at various libraries within the Borough.

**INTRODUCTION FOR PUBLIC HEARING
LEGISLATIVE**

Resolution No. 16-28

Denali Highway Mile 99 IMD

(Page 3 - 29)

INTRODUCTION FOR PUBLIC HEARING



MATANUSKA-SUSITNA BOROUGH

Planning and Land Use Department

Permit Center

350 East Dahlia Avenue • Palmer, AK 99645

Phone (907) 745-9822 • Fax (907) 745-9876

Email: PermitCenter@matsugov.us

MEMORANDUM

DATE: June 15, 2016

FROM: Susan Lee, Planner II

Susan

SUBJECT: REQUEST FOR REVIEW AND COMMENTS

PROJECT: **Interim Materials District**

TAX ACCT: T19S, R2W, Sections 10 & 15 Fairbanks Meridian TAX MAP: DH 00

LOCATION: Mile 99 Denali Highway

APPLICANT: State of Alaska, Department of Transportation & Public Facilities

An application for an Interim Materials District (IMD) under MSB 17.28 has been submitted to extract up to 500,000 cubic yards of material until the year 2060 within a 69.91 parcel of property. The Planning Commission will conduct a public hearing on this request on August 15, 2016. If we do not receive comments from you we will assume you have no objections to this request.

- Distribution:
- | | |
|--|--|
| <input type="checkbox"/> Borough Manager (info only) | <input type="checkbox"/> Pre-Design Division |
| <input type="checkbox"/> Collections | <input type="checkbox"/> Community Development |
| <input type="checkbox"/> Assessment | <input type="checkbox"/> Public Works Director |
| <input type="checkbox"/> Planning Division | <input type="checkbox"/> Right-of-Way Coordinator |
| <input type="checkbox"/> Environmental Planning | <input type="checkbox"/> Emergency Services Director |
| <input type="checkbox"/> Platting Division | <input type="checkbox"/> Code Compliance |
| | <input type="checkbox"/> Cultural Resources |

Comments: Return written comments by **July 27, 2016**. Thank you for your review.

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10

15

SUBJECT PARCEL

USS 8523

99 DENALI HWY

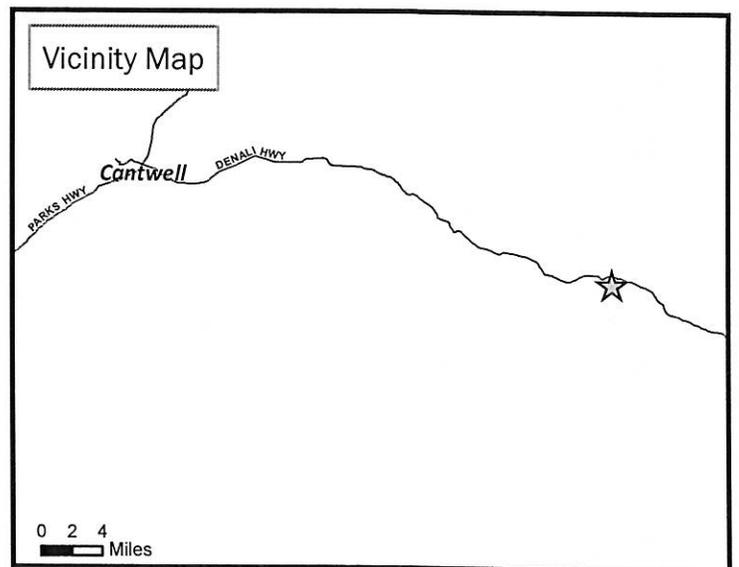
DENALI HWY

DENALI HWY

19S02W10
19S02W15



This map is solely for informational purposes only. The Borough makes no express or implied warranties with respect to the character, function, or capabilities of the map or the suitability of the map for any particular purpose beyond those originally intended by the Borough. For information regarding the full disclaimer and policies related to acceptable uses of this map, please contact the Matanuska-Susitna Borough GIS Division at 907-861-7801.





MATANUSKA-SUSITNA BOROUGH

Planning and Land Use Department

350 East Dahlia, Palmer, Alaska 99645
(907)861-7822 * fax (907)861-7876

PermitCenter@matsugov.us

Matanuska - Susitna Borough
Development Services

JUN 08 2016

APPLICATION

Earth Materials Extraction

Received

Carefully read instructions and applicable borough code. Fill out forms completely. Attach information as needed. Incomplete applications will not be processed.

THIS APPLICATION IS FOR MATERIALS EXTRACTION THAT DOES NOT OCCUR WITHIN FOUR FEET OF THE SEASONAL HIGH WATER TABLE. IF YOUR PLAN INCLUDES EXTRACTION WITHIN FOUR FEET OF THE SEASONAL HIGH WATER TABLE YOU MUST COMPLETE THE APPLICATION SPECIFIC TO THAT PURPOSE.

Application fee must be attached, check one:

- \$ 500 for Administrative Permit
\$1,000 for Conditional Use Permit
\$2,000 for Interim Materials District - earth materials extraction on sites greater than 20 acres

Prior to public hearing, the applicant must also pay for costs of advertising and mailing of public notices.

Subject property Township: 19S, Range: 2W, Section: 10 & 15, Meridian F

MSB Tax Account #

SUBDIVISION: BLOCK(S): LOT(S):

STREET ADDRESS:

(US Survey, Aliquot Part, Lat. /Long. etc) See attached site development plan and survey

** A legal description must be provided for partial-lot Interim Materials Districts**

Ownership If the applicant is different from the owner, then a Letter of Authorization must be included.

Is authorization attached? Yes No N/A

Name of Property Owner

Name of Agent/ Contact for application

State of Alaska, DNR

Northern Region ROW, DOT&PF

Address: 550 W. 7th Ave. Suite 900
Anchorage, Alaska 99501-3577

Address: 2301 Peger Road MS 2553
Fairbanks, Alaska 99709-5316

Phone: Hm Fax
Wk 907 269-8560 Cell

Phone: Hm Fax
Wk 907 451-5425 Cell

E-mail Chandler.porter@alaska.gov

E-mail kahlil.wilson@alaska.gov

Description What type(s) of material is being extracted?

Sand, gravel, with silt, cobbles and boulders

Total acreage area of all parcels on which the activity will occur: 69.91

Total acreage area of earth material extraction activity: Dependant on Project needs

Total cubic yards extraction per year: Less than 10,000cy

Total projected cubic yards to be extracted: 500,000cy

What is the estimated final year extraction will occur? 2060

Required information

1. Attach a plan of sufficient detail to demonstrate compliance with the requirements of MSB 17.28.050 and MSB 17.28.060.

Plan of Operatton	Attached
Provide seasonal start and end dates	X
Provide days of the week operations will take place.	X
Provide hours of operation.	X
Estimated end date of extraction	X
Estimated end date of reclamation	X
Describe all other uses occurring on the site	X
Describe methods used to prevent problems on adjacent properties, such as lateral support (steep slopes), water quality, drainage, flooding, dust control and maintenance of roads	X
Provide quantity estimates and topographical information such as cross section drawings depicting depth of excavation, slopes and estimated final grade	X

2. Submit a site plan. Drawings must be detailed and **drawn to scale**. Drawings under seal of an engineer or surveyor are recommended but not required.

SITE PLAN REQUIREMENTS	Attached
Identify location of permanent and semi-permanent structures on the site for verification of setback requirements. Include wells and septic systems.	X
Depict buffer areas, driveways, dedicated public access easements, and noise buffers (such as fences, berms or retained vegetated areas), and drainage control such as ditches, settling ponds etc.	X
Identify wetlands and waterbodies on site and within one mile	X
Identify existing surrounding land uses within one mile	X
Identify surrounding property ownership (i.e. public vs. private) within one mile of exterior boundaries	X
Show entire area intended for gravel/material extraction activity and the boundary of the lot(s) containing the operation. Identify areas used for past and future phases of the activity. Identify phases of proposed mining activities including a map showing the area to be mined, a description of the topography and vegetation, approximate time sequence for mining at particular locations, and general anticipated location of semi-permanent equipment such as conveyor belts, crushers, dredges, batch plants, etc.	X
Road and access plan that includes anticipated routes and traffic volumes. If the level of activity exceeds the minimum levels specified in MSB 17.61.090, traffic standards, a traffic control plan consistent with state regulations may be required	X
Visual screening measures that include a detailed description of the type of visual screening to be utilized. Visual screening may include, but is not limited to, berms, natural vegetation, solid fences, walls, evergreen hedges or other means as approved by the commission	X
Noise mitigation measures that include a description of measures to be taken by the applicant to mitigate or lessen noise impacts to surrounding properties. Measures shall include, but not be limited to, hours of operation of noise-producing equipment,	X

erecting noise barriers (i.e., berms a minimum of 10 feet in height) between noise-producing equipment and adjacent uses, location of noise-producing equipment (i.e., below grade in excavated pit areas), and measures to utilize equipment with noise reduction features	
Proposed lighting plan	X
Other (as required by MSB Planning Department)	X

3. Submit a reclamation plan including the following:

Reclamation Plan	Attached
Provided timeline for reclamation at particular locations	X
Provide copy of reclamation financial assurance filed with the State of Alaska (If exempt, provide qualifying documents for exemption)	X

4. Submit documentation of compliance with borough, state and federal laws:

COMPLIANCE WITH BOROUGH, STATE AND FEDERAL LAWS	Applied for (list file #)	Attached (list file #) or N/A
Mining license as required by the Alaska State Department of Revenue, pursuant to A.S.42.65		X
Mining permit as required by the Alaska State Department of Natural Resources (ADNR) if extraction activities are to take place on state land		X
Reclamation plan as required by ADNR, pursuant to A.S. 27.19		X
Notice of intent (NOI) for construction general permit or multi-sector general permit and storm water pollution prevention plan, and other associated permits or plans required by the Environmental Protection Agency (EPA) pursuant to the National Pollutant Discharge Elimination System (NPDES) requirements		X
United States Army Corps of Engineers permit pursuant to Section 404 of the Clean Water Act, 33 U.S.C. 1344, if material extraction activity is to take place within wetlands, lakes and streams.		X
Others (list as appropriate)		X

5. OWNER'S STATEMENT: I am owner of the following property:

MSB Tax parcel(s) ID #(s) Legal Description: See attached Site Development Plan and Survey and,

I hereby apply for approval of material extraction activity on that property as described in this application.

I understand all activity must be conducted in compliance with all applicable standards of MSB 17. 28, MSB 17.30 and with all other applicable borough, state or federal laws, including but not limited to, air quality, water quality, and use and storage of hazardous materials, waste and explosives, per MSB 17.28.040.

I understand that other rules such as local, state and federal regulations, covenants, plat notes, and deed restrictions may be applicable and other permits or authorization may be required. I understand that the borough may also impose conditions and safeguards designed to protect the public's health, safety and welfare and ensure the compatibility of the use with other adjacent uses.

I understand that it is my responsibility to identify and comply with all applicable rules and conditions, covenants, plat notes, and deed restrictions, including changes that may occur in such requirements.

I understand that this permit and zoning status may transfer to subsequent owners of this land and that it is my responsibility to disclose the requirements of this status to operators on this property, and to the buyer when I sell the land.

I understand that changes from the approved operational plan may require further authorization by the borough planning commission or Assembly. I understand that failure to provide applicable documentation of compliance with approved requirements, or violation of such requirements will nullify legal status, and may result in penalties.

I understand it is my responsibility to provide the borough code compliance division with up to date reports, notification of proposed changes, and contact information for approved person(s) to whom I sell this property and to whom I assign responsibility for daily operations on the site.

I grant permission for borough staff members to enter onto the property as needed to process this application and monitor compliance with permit requirements. Such access will at a minimum, be allowed when the activity is occurring and, with prior notice, at other times necessary to monitor compliance.

The information submitted in this application is accurate and complete to the best of my knowledge.

	Clark Cox	5-6-16
Signature: Property Owner	Printed Name	Date
	MARTINE D SHURR	5-6-2016
Signature: Agent	Printed Name	Date

.....

MSB USE ONLY: MSB file # _____
 Date complete application received: _____, **Approved, Yes** ___ **No** ___
 Additional conditions: Yes ___ (see attached) No ___ Comments: _____
 Planning Commission Action (date): _____ Resolution No.: _____
 Assembly Action (date): _____ Ordinance No.: _____
 Date permit (circle one) issued or denied: _____

**State of Alaska
Department of Transportation & Public Facilities**

Matanuska - Susitna Borough
Development Services

**Mining and Reclamation Guidelines and
Site Development Plan**

JUN 08 2016

Received

**Material Site 52-2-092-2
Denali Highway Mile 99**

These guidelines are subject to the Matanuska-Susitna Borough Interim Materials District (MSB-IMD) requirements and standards and the Alaska Department of Natural Resources (DNR) Material Sale Contract ADL 230954 and stipulations contained therein.

Legal Description

T19S, R2W, FM:

Section 10: That portion of the SE ¼ lying south of the Denali Highway;

Section 15: That portion of the N ½ NE ¼ lying south of the Denali Highway.

The material site contains 69.91 acres.

Purpose

DOT&PF proposes to use this site for material extraction to improve and maintain the Denali Highway in the vicinity of the site. Maintenance will enhance road performance and safety for local residents as well as tourists. DOT&PF Maintenance & Operations (M&O) wish to utilize this site to provide crushed aggregate and borrow starting in the summer of 2016. Mining volumes for M&O will be less than 10,000 cubic yards per year. At this time, no major construction/road improvement project is planned, but if one is proposed in the future (ie. next 20 years), this site could provide a larger volume of material for such a project.

General Information

This site lies south of the Denali Highway at Mile 99. The site contains several eskers, fluvial-glacial deposits formed into discrete ridges. Material in the eskers generally consists of sand and gravel with silt, cobbles and boulders. DOT&PF conducted geotechnical exploration at the site in 1988. Vegetation consists of scattered spruce, dwarf birch, alder and tundra. Overburden consists of 6 to 12 inches of organic mat and 6 to 12 inches of silt. Permafrost was present. Perched groundwater was noted above frozen ground in some test holes. Additional site information is available at the DOT&PF Materials office, 2301 Peger Road, Fairbanks, Alaska 99709.

Surrounding Property Owners

1. State of Alaska
2. USS 8523 (Private property, 5 acres): located ¼ mile west of proposed material site.

Existing Land Uses

The proposed material site is undeveloped. The surrounding land is pristine wilderness, used largely for recreational purposes.

Wetlands and Water bodies

The site generally slopes uphill from the highway. A Final Wetlands and Waterbodies Delineation and Functional Assessment Report of the material site and those lands within a one mile radius of the site, was completed in May 2015. There are two unnamed creeks on either side of the material site boundary (see site map). These are outside the target mining area and will not be affected.

A 100-foot-wide undisturbed buffer will be maintained along the identified creeks or water bodies. see site plan.

Structures - none

No semi-permanent or permanent structures are planned for the site. The following equipment will be on-site temporarily, for about one month duration: generator, conveyor, and crusher. Equipment mobilized to the site for a temporary project will be located variably within site limits as needed for operational and safety requirements and demobilized upon completion,

Access Road

A single gravel access road, approximately 30 feet wide, will be constructed to the extraction area at the south side of the site in the approximate location shown on the attached map. The road will be approximately 1200 feet long. The intersection with the highway will have adequate site distances for safety. Total road area within the material site is 1 acre.

Visual Screen / Buffers

Esker ridges near the road will be left intact to serve as a visual screen. A 100-foot-wide undisturbed buffer will be maintained along the Denali Highway right-of-way and along the section line on the east boundary. A 50-foot-wide undisturbed buffer will be maintained around the remaining perimeter of the site.

If mining activities are to take place within 300' of the property boundaries. Visual buffers a minimum of 10' in height, including vegetative buffers and/or earthen berms will be employed.

Noise Mitigation Measures and Lighting

The site is remote with very low potential for noise or lighting impacts. No blasting is planned. Lighting would likely not be required. If it is, the topography/screens are expected to contain it within the immediate work area.

Dust Control

Dust control will be addressed as needed during operations by watering or other standard methods. Any water used will be source via an approved Temporary Water Use Permit with ADNR.

Water Table

Test pits will be dug within each cell to ensure there is suitable depth of material 4' above the water table prior to commencement of mining operations; operations will be revised if necessary.

Plan of Operation

Site work would commence in June 2016. Work will consist of building a road and work pad, stripping in Cell 1, extraction of up to 10,000 cubic yards of gravel, and crushing the material. A stockpile of the crushed material will be placed on the work pad to be used for highway maintenance. When in operation, site would be utilized up to 7 days per week, from 7 am to 9 pm. Other than gravel extraction, processing (crushing), and stockpiling, no other uses are planned for this site. Mining volumes for DOT M&O will be up to 10,000 cubic yards per year. Crushing-related equipment will be removed after crushing is complete (est. July 31). Reclamation will be accomplished by August 31, 2016; the road, work pad and active mining area will be stabilized and remain usable for future operations.

Compliance with Borough, State and Federal law

1. Notice of Intent/Multi-Sector General Permit: DOT&PF will acquire as applicable. An Alaska NOI will be filed as part of a larger construction project impacting more than one acre and needing an Alaska Construction General Permit. An MSGP will be applied for if the State finds this is the preferred permit.
2. A 404/10 Wetlands permit will be acquired from the U.S. Army Corp of Engineers if the site is found to contain wetlands under USACE jurisdiction. This permit is routinely applied for as part of a construction project, or as an M&O maintenance activity prior to ground disturbing activities. This may be an Individual Permit or a Nationwide Permit, as determined by the USACE.
3. Coordination will take place with the State Historic Preservation Office for any needed cultural resources clearance prior to ground disturbing activities.
4. All mining and stockpiling activities shall be in accordance with applicable Construction General Permits and Storm Water Pollution Prevention Plans (SWPP).

Site Development Plan

The proposed mining area is the large esker at the south part of the site, as shown on the attached map. Mining will occur in 5 acre cells. As a cell is depleted, it will be reclaimed and closed out.

1. The contractor or user shall locate the material site boundaries to verify work areas are within the site.
2. Maintain undisturbed buffers and mark buffer lines in work areas. Do not disturb buffers or place any debris or material in them.
3. Stockpile surface vegetation and organic soils separately, if possible, from overburden and place for future reclamation or use directly for reclamation of mined-out areas.

4. Do not place organics or overburden piles in future mining area or where they would need to be moved again.
5. Inactive working faces shall not exceed 1H:1V. Final reclaimed slopes shall not exceed 3H:1V.
6. No mining shall occur within 4 vertical feet of the water table.
7. Grade pit floor to a gently-sloping shape to match surrounding terrain. Do not allow drainage to escape the site
8. After each use, remove all equipment and non-native debris or waste from the site. No construction debris may be placed, stored, or abandoned in the site.
9. All mining and stockpiling activities shall be in accordance with applicable Construction General Permits and Storm Water Pollution Prevention Plans.

Reclamation Objectives and Guidelines

The reclamation plan has several objectives:

5. To not preclude or hinder future development of un-mined areas.
6. To blend with previous reclamation and surrounding topography.
7. To prevent erosion and sediment transport to surrounding, undisturbed areas.
8. To allow reestablishment of native vegetation and wildlife habitat.
9. To leave the site in a safe condition that does not endanger people or wildlife.

Reclamation activities will include:

1. Grading slopes just inside the perimeter buffers or where future development is not anticipated at 3H: 1V or flatter.
2. Grade pit floor smooth and gently sloping into the pit. Do not allow drainage to exit the pit.
3. Spread available overburden and then organic material on reclaimed slopes. Site will revegetate naturally; do not place seeds or fertilizers.

Project Mining and Reclamation Plan

Prior to use of the site for construction or crushing projects, the contractor or user shall submit a Project Mining and Reclamation Plan, in accordance with AS 27.19 and 11 AAC 97 to DNR for approval, subject to review by DOT&PF. The Plan describes the proposed plan of operation and shall be in compliance with guidelines listed here. Upon approval, the Plan will be followed by the contractor or user and if applicable, the DOT&PF Project Engineer. The plan should include the following:

Sketch Map

The sketch map shall include:

1. Site boundaries
2. Proposed extraction area, working limits and buffers, to be marked on the ground
3. Organic debris and overburden stockpile areas
4. Work pad, material stockpile locations, processing facilities.

5. Scale of drawing, north arrow, and specific dimensions as appropriate

Narrative

The narrative shall include:

1. Methods of operation
2. Estimated quantities for removal
3. Estimated areal extents (acreage)
4. Length and times of operation (day, month, year, and working hours)
5. Air and water pollution control measures
6. Reclamation measures

Supplements and amendments

Supplements and amendments to an approved mining and reclamation plan may be initiated by the contractor, user or the DOT&PF Project Engineer, when conditions warrant such action. Supplements and amendments must be mutually agreed upon and proper approval obtained prior to commencement of work of a changed nature.

1. Minor changes are those that affect details of the operation, but remain in compliance with the development guidelines. These changes may be authorized by the DOT&PF Project Engineer.
2. Major changes are those which cause the final outcome of the site to be significantly different from the approved mining and reclamation plan or are not in compliance with the development guidelines. These require approval by DNR, subject to review by the DOT&PF Project Engineer.

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THE STATE
of **ALASKA**
GOVERNOR BILL WALKER

Department of Transportation and
Public Facilities

NORTHERN REGION
Right of Way Division

2301 Peger Road
Fairbanks, AK 99709-5399
Main: 907-451-5400
TDD: 907-451-2363
Fax: 907-451-5411
Toll Free: 1-800-475-2464

Matanuska - Susitna Borough
Development Services

JUN 08 2016

Received

May 6, 2016

Susan Lee

Planner II
Planning and Land Use Department
350 East Dahlia
Palmer, Alaska 99645

Re: Material site application MS 52-2-092-2, MP 99 of the Denali Highway.

On November 17, 2015 DOT&PF receive a letter from your office regarding our application the material site at mile 99 of the Denali Highway. The letter stated that our application was incomplete and listed 18 points that DOT&PF needed to address before the MSB would continue processing of our application. Below are DOT&PF's responses to the points raised in your letter.

1. The Site Plan has been revised accordingly. **See Attached, SITEPLAN-52-2-092-2_Denali_MP99_Final**
2. There are no semi-permanent structures of any kind planned to be located on site. In the event that this changes, the MSB will be notified appropriately. Any equipment mobilized to the site for temporary mining and crushing activities will be located variably within the site limits as needed for operational and safety requirements; and demobilized upon completion of work. This equipment cannot practically be indicated on a mining plan at this time.
3. Mining activity will be conducted in cells, as shown on the site plan. One cell will be fully developed, as much as practical, and reclaimed, before the next cell is opened. Parts of one or more cells may be left open to be used as staging/work areas as needed, but this will be minimized.
4. A working face of 2:1 is impractical. When temporary work activities are completed, slopes will be graded back to the natural angle of repose or a 2:1 slope, whichever is shallower. When a cell is closed out, the sloped will be graded back to 3:1 or shallower. **See Typical Cross Section attached to the revised M&R, 52-2-092-2 M&R V2**
5. The Mining and Reclamation Plan (M&RP) has been revised accordingly and approved by DNR-SCRO on 4/22/2016.
6. Cells will be reclaimed as they are no longer actively needed. The timeline for reclamation will depend on future maintenance needs on the Denali Highway, and final reclamation is not anticipated for many years.

7. The M&RP has been filed and approved by DNR. A copy of the DNR approved M&R was provided to the MSB on 4/22/2016.
8. Total area of the material site is 69.91 acres. Anticipated ultimate total mining area is 39.08 acres.
9. Dust control will be addressed as needed during operations by watering or other standard methods. Any water used will be sourced via an approved Temporary Water Use Permit with ADNR.
10. No problems with road maintenance are anticipated. ADOT is responsible for maintenance on the Denali Highway, and this material site will be used to aid in those efforts. Access roads within the material site will be maintained as needed for safe operations, but will not be open to the public.
11. Wetlands are identified on the attached report, **FINAL_MS52-2-092-2_DenaliMP99_Wetland Report**
12. See above. A wetlands permit is not required at this time as no work currently planned will disturb any identified wetland areas. If and when disturbance of wetlands is required for operations within the site, a permit will be obtained from the Corps of Engineers.
13. Buffer zones have been depicted on the site plan. Perimeter control, such as vegetative buffers and/or spoil berms, and other BMPs as necessary will be implemented and maintained as needed to protect the identified creeks.
14. A SWPPP is not needed at this time. Per the Construction General Permit, a SWPPP is only required if a single project will be disturbing one or more acres of ground –and has the potential to discharge runoff to waters of the U.S. When a project is planned for the site that meets those criteria, a SWPPP and associated tasks will be implemented. **Refer to the memo from the Regional Stormwater Engineer in the revised M&R, 52-2-092-2 M&R V2 .**
15. Test pits will be dug within each cell to ensure there is suitable depth of material above the water table prior to commencement of mining operations; operations will be revised if necessary.
16. Appropriate visual buffers, including vegetative buffers and/or berms will be employed if mining activities are to take place within 300' of the property boundaries, as shown on the revised site plan.
17. Initial work within this site is anticipated to take place during the summer of 2016.
18. A new application for an Interim Materials District for the proposed site is included with this letter.

If you need any more information or have questions regarding the attached information please contact me.

Sincerely,

Kahlil Wilson, ROW Agent III
DOT&PF
2301 Peger Road, Fairbanks 99709
907 451-5425
907 978-2536



THE STATE
of **ALASKA**
GOVERNOR SEAN PARNELL

Department of Natural Resources

Division of Mining, Land & Water
Northern Regional Land Office

3700 Airport Way
Fairbanks, Alaska 99709-4699
Main: 907-451-2770
Fax: 907-451-2751

April 22, 2016

Kahlil Wilson
Alaska Department of Transportation & Public Facilities
2301 Peger Road
Fairbanks, AK 99709

Re: ADL 230954 – Material Sale Contract

To whom it may concern,

The Department of Natural Resources, Division of Mining, Land and Water, Southcentral Regional Office, received your Material Site Plan with attachments on April 22, 2016. The subject site is located on State-owned land in the SE1/4 of Section 10 and N1/2NE1/4 of Section 15, Township 19 South, Range 2 West, of the Fairbanks Meridian.

Thank you for submitting a Mining & Reclamation (M&R) plan for activities taking place during 2016-2024. After reviewing your reclamation plan, the Division has determined that the plan is acceptable, provided that the operation is conducted in a manner that will prevent unnecessary and undue degradation of land and water resources, and the operation shall be reclaimed using current reclamation methods so that the site is left in stable and safe condition. This includes making sure that the site has been regraded of depressions, no holes exist.

This acceptance letter does not alleviate the necessity to obtain authorizations required by other agencies and entities for this activity.

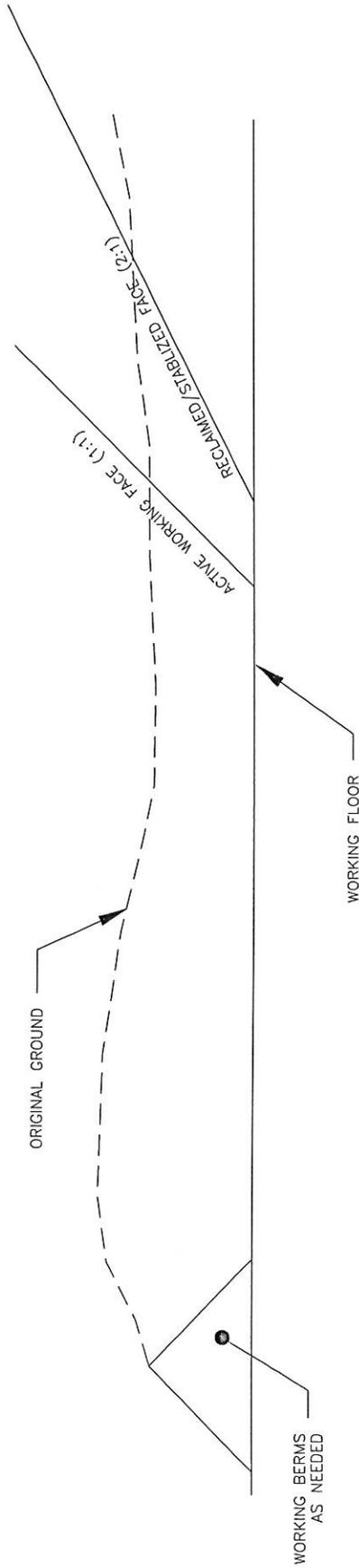
Please contact me if you have questions. I can be reached at (907) 269-8560 or at chandler.porter@alaska.gov. We look forward to seeing how the site is developed and reclaimed.

Sincerely,

A handwritten signature in black ink, appearing to read "Chandler Porter".

Chandler Porter
Natural Resource Specialist II

Electronic Cc: Susan Lee, Matsu Borough Planner



TYPICAL CROSS SECTION

NOT TO SCALE

STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES	
DATA:	M.S. 52-2-092-2 MP 99 DENALI HIGHWAY TYPICAL SECTION
DRAWN:	BAM
APPROVED:	PROJECT NO.
DATE:	APRIL 2016

**STATE OF ALASKA DEPARTMENT OF NATURAL RESOURCES
DIVISION OF MINING, LAND AND WATER**

Northern Region
3700 Airport Way
Fairbanks, AK 99709
(907) 451-2740

Southcentral Region
550 W 7th Ave., Suite 900C
Anchorage, AK 99501-3577
(907) 269-8552

Southeast Region
400 Willoughby, #400
P.O. Box 111020
Juneau, AK 99801
(907) 465-3400

**MATERIAL SITE RECLAMATION PLAN OR
LETTER OF INTENT/ANNUAL RECLAMATION STATEMENT
AS 27.19.030 – 27.19.050**

Non-refundable filing fee for reclamation plan: \$100

In accordance with Alaska Statute 27.19, reclamation is required of all mining operations, including sand and gravel extraction. Completion of this form will meet the law's requirements for a reclamation plan (see below for filing requirements; due date: at least 45 days before mining is proposed to begin; requires approval by the Division of Mining, Land and Water). Completion of this form will also serve as a letter of intent for operations exempt from the plan requirement (due date: before mining begins). No approval is required for a letter of intent, but a miner who files a letter of intent must, before December 31, file an annual reclamation statement (Section 8 of this form).



Check applicable box:

A.. RECLAMATION PLAN (REQUIRED if the operation will disturb five or more acres this year, OR 50,000 cubic yards, OR if the operation has a cumulative disturbed area of five or more acres)

C. LETTER OF INTENT (less than five acres to be disturbed AND less than 50,000 cubic yards AND less than five acres unreclaimed area) NOTE: A miner who files a letter of intent is also required to file an annual reclamation statement at the end of the year.

B. RECLAMATION PLAN—VOLUNTARY (for an operation below limits shown in Box A but wanting to qualify for the statewide bonding pool)

THIS RECLAMATION PLAN/LETTER OF INTENT IS FOR CALENDAR YEAR 2016-2024
(IF YOU CHECKED EITHER BOX A OR B ABOVE AND PROPOSE A MULTI-YEAR PLAN, STATE ALL YEARS COVERED.)

1. MINER INFORMATION (IF THERE IS MORE THAN ONE MINER, ATTACH A LIST OF THE NAMES, ADDRESSES, AND TELEPHONE NUMBERS OF ALL OTHER OWNERS, OPERATORS, OR LEASEHOLDERS OF THE MINING OPERATION)

Department of Transportation and Public Facilities

NAME OF MINER WHO WILL SERVE AS AGENT FOR NOTICE PURPOSES

2301 Peger Road

ADDRESS (NOTIFY THE DEPARTMENT OF ANY LATER CHANGE OF ADDRESS)

Fairbanks	AK	99709	907 451-5425
CITY	STATE	ZIP CODE	TELEPHONE

State of Alaska

NAME OF LANDOWNER (IF OTHER THAN MINER) OR PUBLIC LAND MANAGEMENT AGENCY

ADL 230954

FEDERAL OR STATE CASEFILE NUMBER (IF ANY) ASSIGNED TO THE SITE

2. LEGAL DESCRIPTION OF PROPOSED MINING SITE

Section 10: That portion of the SE1/4 lying South of the Denali Hwy

Section 15: That portion of the N1/2NE1/4 lying South of the Denali Hwy

19 South

2 West

Fairbanks

LEGAL SUBDIVISION/ SECTION/ QUARTER-SECTION	TOWNSHIP	RANGE	MERIDIAN
---	----------	-------	----------

3. DESCRIPTION OF THE MINING OPERATION (IF YOU CHECKED BOX A OR B ON P. 1 OF THIS FORM AND ARE PROPOSING A MULTI-YEAR RECLAMATION PLAN, ATTACH SEPARATE SHEETS AS NEEDED SHOWING ACREAGE TO BE MINED, VOLUME TO BE MINED, AND EXISTING ACREAGE OF MINED AREA FOR EACH YEAR COVERED BY THE PLAN)

- a. <10 acres Total acreage to be mined or disturbed during the year.
- b. up to 10,000 cu. yds. Estimated total volume to be mined or disturbed, including overburden.
Sand & Gravel with silt, cobbles, and boulders
- c. _____ Type of material (sand, gravel, peat, etc.).
- d. ~ 79 acres Existing acreage of mined area (disturbed area that has not yet been reclaimed, but counting only acreage disturbed after October 15, 1991)

4. DESCRIPTION OF THE RECLAMATION OPERATION

- a. The total acreage that will be reclaimed during the year (or each year, if for a multi-year reclamation plan) is: ~10 acres. See DOT&PF Mining and Reclamation Guidelines. In addition DOT&PF contractors will be required to provide DNR their project specific M&R Plan.
- b. Provide a list of equipment (type and quantity) to be used during the reclamation operation.
See Mining and Reclamation Guidelines
- c. A time schedule of reclamation measures shall be included as part of the plan.
See Mining and Reclamation Guidelines

The following measures must be considered in preparing and implementing the reclamation plan. Please mark those measures appropriate to your reclamation activity:

- Topsoil that is not promptly redistributed to an area being reclaimed will be separated and stockpiled for future use. This material will be protected from erosion and contamination by acidic or toxic materials and preserved in a condition suitable for later use.
- The area will be backfilled, graded and recontoured using strippings, overburden, and topsoil to a condition that allows for the reestablishment of renewable resources on the site within a reasonable period of time. It will be stabilized to a condition that will allow sufficient moisture to be retained for natural revegetation.
- Stockpiled topsoil will be spread over the reclaimed area to promote natural plant growth that can reasonably be expected to revegetate the area within five years.
- Stream channel diversions will be relocated to a stable location in the flood plain.
- Exploration trenches or pits will be backfilled. Brush piles, vegetation, topsoil, and other organics will be spread on the backfilled surface to inhibit erosion and promote natural revegetation.
- All buildings and structures constructed, used, or improved on land owned by the State of Alaska will be removed, dismantled, or otherwise properly disposed of at the completion of the mining operation.
- Any roads, airstrips or other facilities constructed to provide access to the mining operation shall be reclaimed (unless otherwise authorized) and included in the reclamation plan.
- Peat and topsoil mine operations shall ensure a minimum of two inches of suitable growing medium is left or replaced on the site upon completion of the reclamation activity.

- If extraction occurs within a flood plain, the reclamation activity shall reestablish a stable bed and bank profile such that river currents will not be altered and erosion and deposition patterns will not change.

NOTE: If you propose to use reclamation measures other than those shown above, or if the private landowner or public land manager of the site requires you to use stricter reclamation measures than those shown above, attach a list of those measures to this plan.

5. ALTERNATE POST-MINING LAND USE

- The mining site is public land. The land management agency's land use plan (if any) for post-mining land use is: _____
- The mining site is public land. As allowed by AS 27.19.030(b), I propose to reclaim it to the following post-mining land use: Multiple Use. _____
- The mining site is private property. The private landowner plans to use it for the following post-mining land use: _____

6. ATTACHMENTS

- If the mining operation has additional owners, operators, or leaseholders not shown on p. 1 of this form, attach a list of their names, addresses, and telephone numbers.
- Attach a USGS map at a scale no smaller than 1:63,360 (inch to the mile) showing the general vicinity of the mining operation and the specific property to be mined. Option: If you checked Box C on the first page of this form and the mining site is adjacent to an airport or public highway, state the name of the airport or the name and milepost of the public highway.
- Attach a diagram of the mined area (this term includes the extraction site, stockpile sites, overburden disposal sites, stream diversions, settling ponds, etc.) and the mining operation as a whole (this term includes the roads you plan to build, your power lines, support facilities, etc.). Show and state the number of acres to be mined during the year. (If you checked Box A or B on the first page of this form and your plan covers more than one year, show each year's work.) Show the location corners or property boundaries of the site in relation to the reclamation work and any other areas affected by the operation.
- Attach a list of the equipment (type and quantity) to be used during the reclamation activity.
- A time schedule of events must be attached that includes dates and activities related to this reclamation plan.
- If the site is private land not owned by the miner, attach a signed, notarized statement from the landowner indicating the landowner's consent to the operation. The landowner may also use the consent statement to notify the department that the landowner plans a post-mining land use incompatible with natural revegetation and therefore believes that reclamation to the standard of AS 27.19.020 is not feasible.
- For those miners that are required to file an annual reclamation statement, attach photographs and/or videotapes dated and described as to location of the reclamation activity that was completed.
- If you propose to use reclamation measures other than those listed on this form, or if the private landowner or public land manager of the site requires you to use stricter reclamation measures, attach a list of those measures.

7. RECLAMATION BONDING (REQUIRED ONLY IF YOU CHECKED BOX A or B ON THE FIRST PAGE OF THIS FORM)

The total acreage of my mining operation that is subject to the bonding requirement for the current year is

_____ acres (add acreages stated in Section 3(a) and 3(d) of this form).

The per-acre bond amount is \$750/acre or a total bond amount of \$_____.

Please check the appropriate bonding method that you will apply toward this reclamation plan:

- Participation in the statewide bonding pool.
- Posting a corporate surety bond.
- Posting a personal bond accompanied by a letter of credit, certificate of deposit, or a deposit of cash or gold.
- Posting a bond or financial guarantee with another government agency that has jurisdiction over the mining operation, as allowed by a cooperative management agreement between that agency and the Division of Mining, Land and Water.
- Posting a general performance bond with a state agency that meets the requirements of 11 AAC 97.400(4).

The above reclamation plan/letter of intent and all attachments are correct and complete to the best of my knowledge.



Signature of Miner

4-22-2016

Date

AS 27.19.030 and AS 27.19.050 require a miner either to file a reclamation plan for approval or to file a letter of intent followed by an annual reclamation statement. AS 38.05.035(a) authorizes the director to decide what information is needed to process an application for the sale or use of state land and resources. This information is made a part of the state public land records and becomes public information under AS 40.25.110 and 40.25.120 (unless the information qualifies for confidentiality under AS 38.05.035(a)(9) and confidentiality is requested). Public information is open to inspection by you or any member of the public. A person who is the subject of the information may challenge its accuracy or completeness under AS 44.99.310, by giving a written description of the challenged information, the changes needed to correct it, and a name and address where the person can be reached. False statements made in an application for a benefit are punishable under AS 11.56.210.

8. **ANNUAL RECLAMATION STATEMENT—REQUIRED IF YOU FILED A LETTER OF INTENT (CHECKED BOX C ON THE FIRST PAGE) FOR THIS OPERATION. DUE DATE: DECEMBER 31, _____ . YOU MUST FILE EVEN IF THE MINING DESCRIBED IN YOUR LETTER OF INTENT DID NOT TAKE PLACE.**

This _____ annual reclamation statement is for:
(year)

- a. _____ acres Total acreage mined.
- b. _____ cu. yds. Total volume mined or disturbed, including overburden.
- c. _____ acres Total acreage reclaimed.
- d. _____ acres Cumulative total of unreclaimed acreage.
- e. Reclamation measures that were used (check appropriate measures from Section 4, DESCRIPTION OF THE RECLAMATION OPERATION, and attach list of additional or stricter measures if applicable).

The above annual reclamation statement and all attachments are correct and complete to the best of my knowledge.



Signature of Miner

4-22-2016

Date

AS 27.19.030 and AS 27.19.050 require a miner either to file a reclamation plan for approval or to file a letter of intent followed by an annual reclamation statement. This information is made a part of the state public land records and becomes public information under AS 40.25.110 and 40.25.120 (unless the information qualifies for confidentiality under AS 38.05.035(a)(9) and confidentiality is requested). Public information is open to inspection by you or any member of the public. A person who is the subject of the information may challenge its accuracy or completeness under AS 44.99.310, by giving a written description of the challenged information, the changes needed to correct it, and a name and address where the person can be reached. False statements made in an application for a benefit are punishable under AS 11.56.210.

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**PUBLIC HEARING
LEGISLATIVE**

Resolution No. 16-26

MSB Recreational Trails Plan

(Page 29 - 48)

PUBLIC HEARING

**MATANUSKA-SUSITNA BOROUGH****Community Development Department**

350 East Dahlia Avenue • Palmer, AK 99645

Phone (907) 745-9869 • Fax (907) 745-9635

E-mail: lmb@matsugov.us**MEMORANDUM**

DATE: May 26, 2016

TO: Matanuska-Susitna Borough Planning Commission

THRU: Eric Phillips, Community Development Director

FROM: Emerson Krueger, Land Management Specialist *EK*

FOR: Planning Commission Agenda of June 20, 2016

Land and Resource Management respectfully requests Planning Commission review and approval of a resolution recommending assembly adoption of an update to the Borough Recreational Trails Plan.

The Parks, Recreation, and Trails Advisory Board has reviewed the update and is recommending assembly adoption.

Attachments:

Summary of Changes to the Trails and Trail Maps (16 pp)

Parks, Recreation, and Trails Advisory Board Resolution (2 pp)

Draft Assembly Ordinance (3 pp)

Planning Commission Resolution Serial No. 2016-__ (3 pp)

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MSB Recreational Trail Plan - Proposed 2016 Amendments

Trail Name	Community	Uses	Land Ownership Patterns	Existing Documentation	Findings	Map #
16-Mile – Peak 4068 – Gov't Peak Route	Fishhook	Summer only, pedestrian trail	State	Application from private party for easements has been submitted to state.	Extensively used route. Trailhead exists at Parking Lot for 16-mile ski hill.	
Summit Lake – Gov't Peak Ridge Route	Fishhook	Summer only, pedestrian trail.	State	None	Trail will be reviewed in 2016 for inclusion in the GPRA Trail System.	
Blueberry Knoll Trail	Fishhook	Year-round, hiking, running trail	Borough and State	Trail in the Government Peak Asset Mgmt Plan	Trail will be reviewed in 2016 for inclusion in the GPRA Trail System.	
Woods – Allen Memorial Trail	Fishhook	Summer hiking trail	Borough and State	Trail in the GPAMP	Trail will be reviewed in 2016 for inclusion in the GPRA Trail System.	
Government Peak Race Trail	Fishhook	Year-round skiing and running trail	Borough	Trail in the GPAMP	Trail will be reviewed in 2016 for inclusion in the GPRA Trail System.	
Pioneer Peak Elementary Cross-country Ski Trails		Year-round skiing and walking trails	Borough	None	Does not appear to meet the criteria to be a regionally significant set of trails	
*Request to edit Talkeetna River Trail	Talkeetna	Year-round, multi-use	Borough		Request was approved by Talkeetna Community Council	
*Remove Birch Creek Loop	Talkeetna	Trail does not exist and community does not want it	Unknown	None	Recommend removing trail from plan	

MSB Recreational Trail Plan - Proposed 2016 Amendments

Trail Name	Community	Uses	Land Ownership Patterns	Existing Documentation	Findings	Map #
*Remove Trail 205, Talkeetna Lakes Park and 210 Bartlett	Talkeetna	Trails have been adsorbed into the Talkeetna Lakes Park	Borough	Documented in Talkeetna Lakes Park Trail Maps	Recommend removing trails from trails plan	
*Edit Trail 203, Ridge Trail	Talkeetna	Year-round, multi-use	Borough	In the 2008 MSB Recreational Trails Plan	Recommend renaming trail as requested	
Maclaren Trail	Lake Louise	Winter Trail	Borough, State, BLM	In the 2008 MSB Recreational Trail Plan	Already included in the plan	
Visnaw to Little Su Trail	Meadow Lakes	Multi-use, mostly winter, hopefully improved to year-round	State and section line easements	Record of survey	Significant connection. Recommend adding trail to the plan.	
Sheep Mountain Trails	Glacier View	Year-round, multi-use	State	Trail maps and interpretive signage	Already included in the trails plan.	
Government Peak Recreation Area Trails	Fishhook	Year-round, hiking, skiing, mountain biking and equestrian	Borough	Trail maps	Trail system should be included in the plan	
Matanuska Greenbelt / Crevasse Moraine Single Track: Moose, Bear, and Fox Trails	Core Area	Single Track for mountain biking	Borough	Signage, trail maps	Trails should be added to the plan.	
Dorothy Jones Borough Trail / Su Valley Ski Trail	Talkeetna	Hiking, running, skiing	Borough	Trailhead sign	Trails should be added to the plan.	

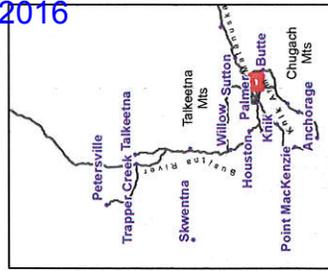
Matanuska - Susitna Borough
Land and Resource
Management Division



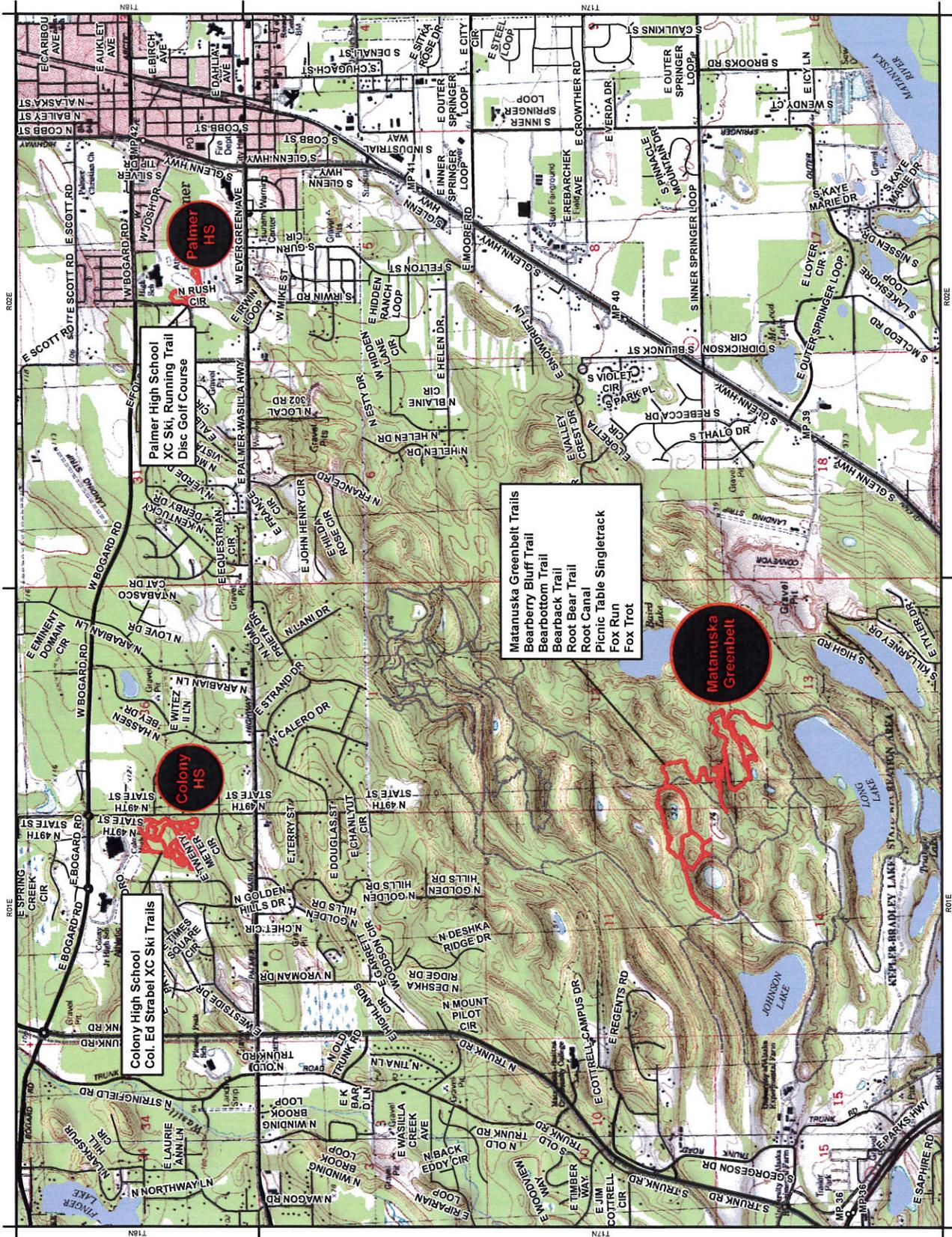
Recreational Trails Plan
Nominations and Updates
Matanuska Greenbelt
Colony HS & Palmer HS

2016 TRAIL PLAN NOMINATIONS

- Action
- ADD
- REVISE
- REMOVE



Date: November, 2015
Source: AISC, USGS, NOAA, AISC, DOT
Projection: NAD 83
Location: MSB
Author: AISC, LEMD



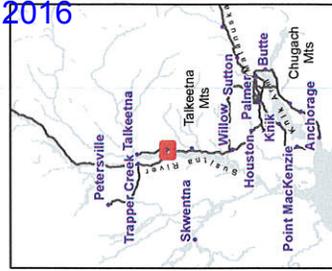
Matanuska - Susitna Borough
Land and Resource
Management Division



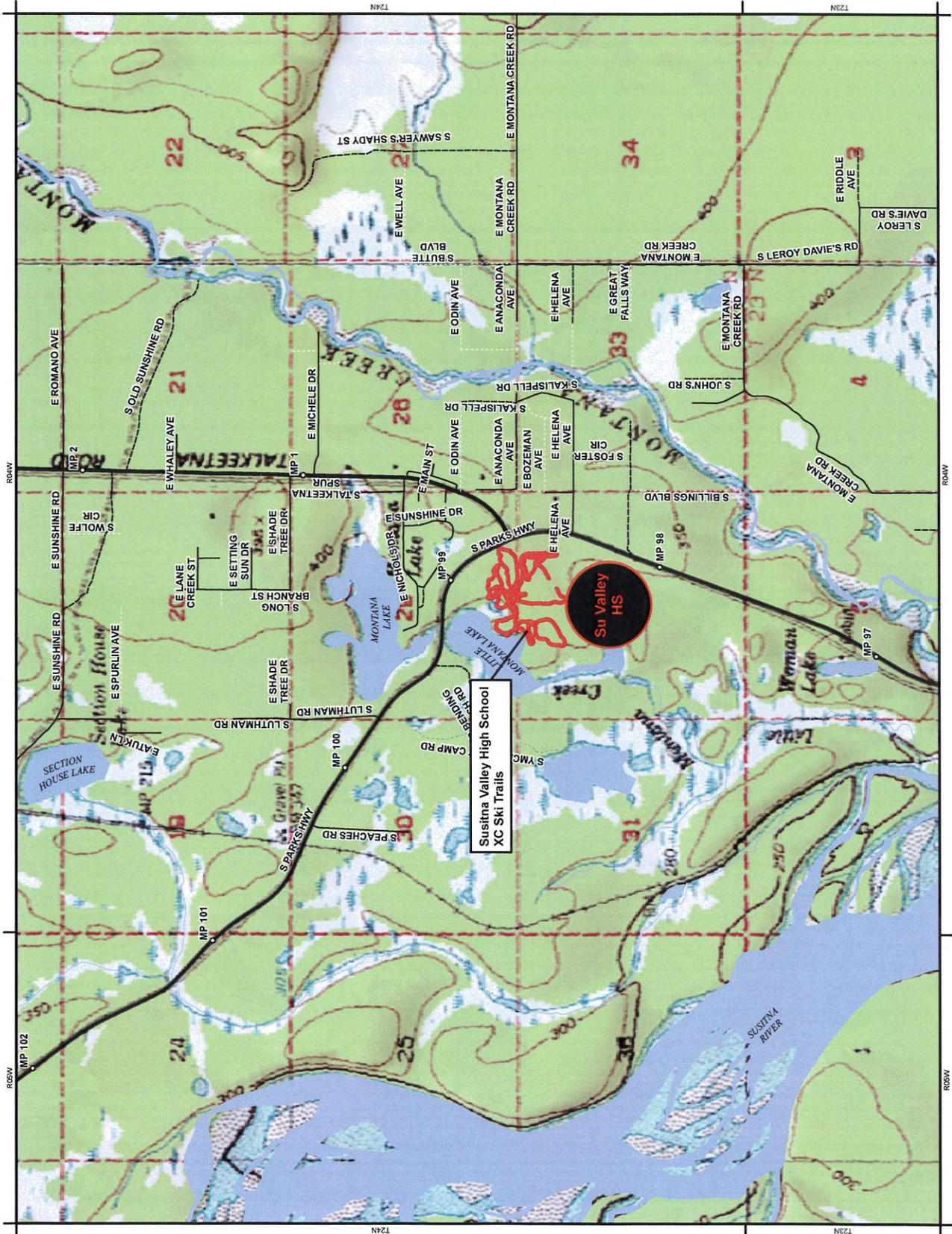
Recreational Trails Plan
Nominations and Updates
Su Valley High School

2016 TRAIL PLAN NOMINATIONS

- Action
- ADD
- REVISE
- REMOVE



Date: November 2015
 Scale: 1 inch = 0.25 miles
 Projection: NAD 83 UTM Zone 12 N
 Location: MSB
 Author: JESSIE LEMO



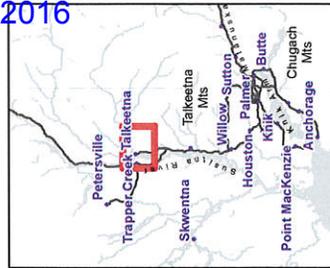
Matanuska - Susitna Borough
Land and Resource
Management Division



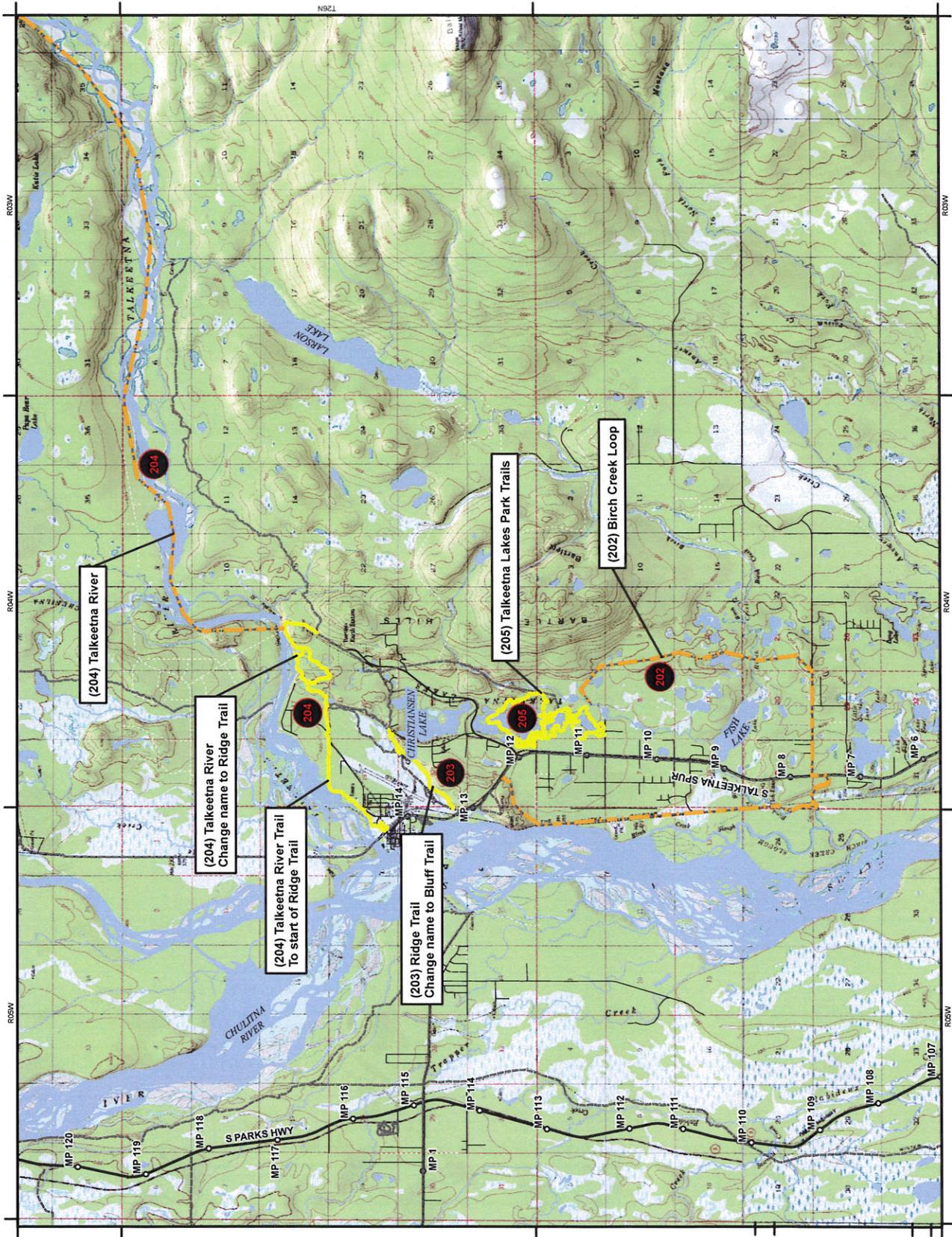
Recreational Trails Plan
Nominations and Updates
Talkeetna

2016 TRAIL PLAN NOMINATIONS

- Action
- ADD
- REVISE
- REMOVE



Date: November 2015
Scale: 1:50,000
Projection: NAD 83 Albers Equal Area
Author: JESS LUND



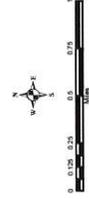
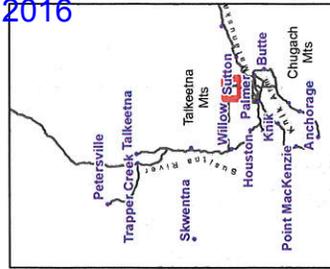
Matanuska - Susitna Borough
Land and Resource
Management Division



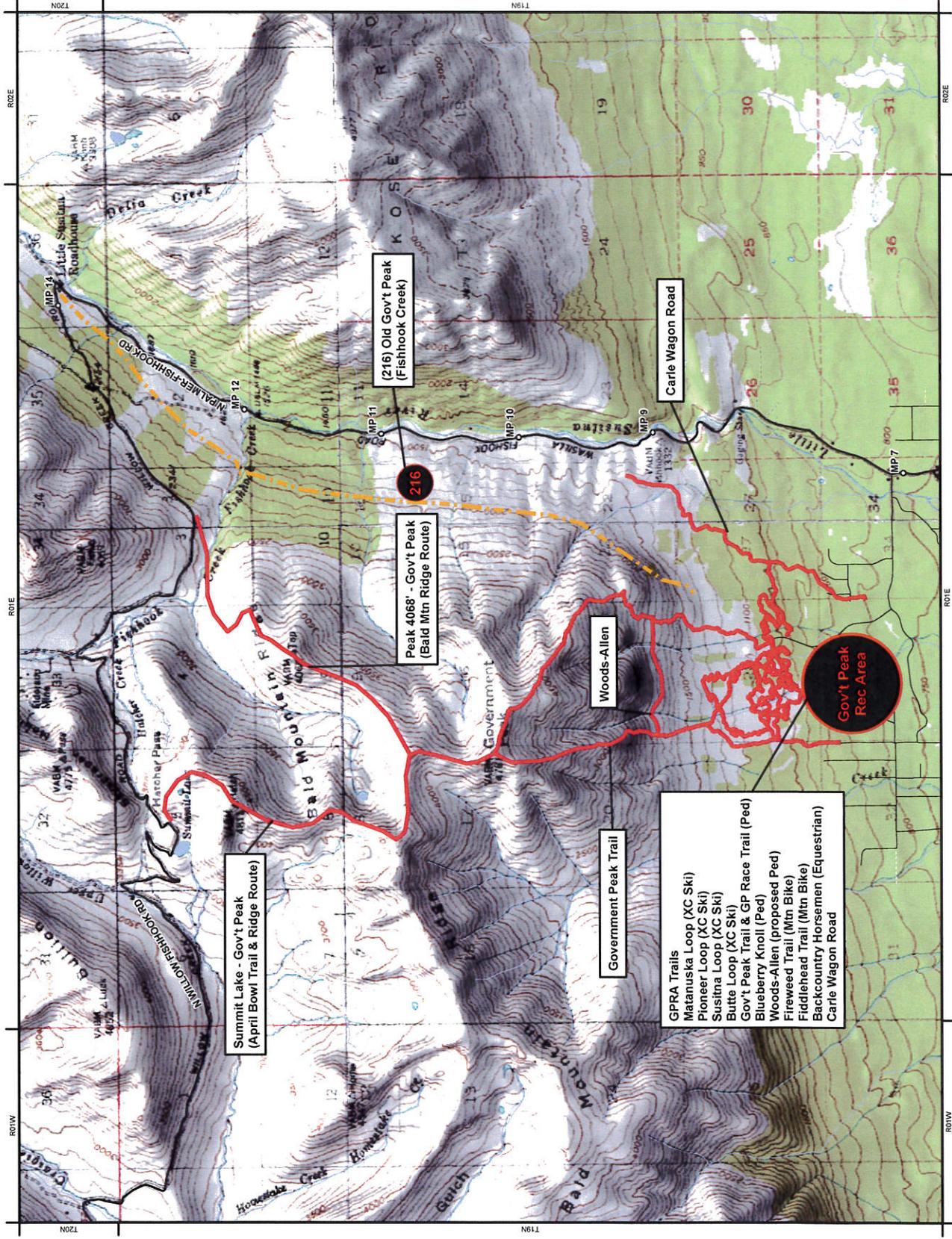
Recreational Trails Plan
Nominations and Updates
Government Peak Area

2016 TRAIL PLAN NOMINATIONS

- Action
- ADD
 - REVISE
 - REMOVE



Date: November, 2015
Scale: 1:40,000
Projection: NAD 83 FIPS 314
Location: MSB
Author: MRS. J. HIND



Summit Lake - Gov't Peak
(April Bowl Trail & Ridge Route)

Peak 4068' - Gov't Peak
(Bald Mtn Ridge Route)

(216) Old Gov't Peak
(Fishhook Creek)

Government Peak Trail

Woods-Allen

- GPRA Trails
- Matanuska Loop (XC Ski)
 - Pioneer Loop (XC Ski)
 - Susitna Loop (XC Ski)
 - Butte Loop (XC Ski)
 - Gov't Peak Trail & GP Race Trail (Ped)
 - Blueberry Knoll (Ped)
 - Woods-Allen (proposed Ped)
 - Fireweed Trail (Mtn Bike)
 - Fiddlehead Trail (Mtn Bike)
 - Backcountry Horsemen (Equestrian)
 - Carle Wagon Road

Gov't Peak
Rec Area

Carle Wagon Road

MATANUSKA-SUSITNA BOROUGH
PARKS, RECREATION, AND TRAILS ADVISORY BOARD
RESOLUTION NO. 16-01

A RESOLUTION OF THE MATANUSKA-SUSITNA BOROUGH PARKS, RECREATION, AND TRAILS ADVISORY BOARD RECOMMENDING THE ASSEMBLY ADOPT THE UPDATE TO THE BOROUGH RECREATIONAL TRAILS PLAN.

WHEREAS, a comprehensive update of the Borough Recreational Trails Plan has not occurred since it was drafted in 2000; and

WHEREAS, the plan has been updated with all available current information regarding the State of Alaska and the Matanuska-Susitna Borough; and

WHEREAS, nominations for trails to be added to, removed from, or changed in the Borough Recreational Trails Plan have been accepted and reviewed; and

WHEREAS, the Matanuska-Susitna Borough Recreational Trails Plan recommends that trails to be added to the plan should have a regional or local significance, be used primarily for recreation, provide a quality recreational experience for a broad base of the borough's population, and traverse primarily borough or state land; and

WHEREAS, findings indicate that the following trails meet these criteria and should be considered for addition to the plan:

- 16-mile to Peak 4068 - Government Peak Route
- Visnaw to Little Su Trail

- Government Peak Recreation Area Trails
- Matanuska Greenbelt - Crevasse Moraine Trail Single Track: Moose, Bear, and Fox Trails
- Dorthy Jones Borough Trail, Su Valley High Ski Trail;

and

WHEREAS, findings indicate that the following edits to and deletion of trails are supported by communities in which they occur:

- Edits to the Talkeetna River Trail
- Edits to the Ridge Trail
- Removal of the Birch Creek Loop Trail
- Removal of Trail #205, Talkeetna Lakes
- Removal of Trail #210 Barlett

NOW, THEREFORE, BE IT RESOLVED, that the Matanuska-Susitna Borough Parks, Recreation and Trails Advisory Board does hereby recommend the Matanuska-Susitna Borough Assembly adopt the updated Borough Recreational Trails Plan.

ADOPTED by the Matanuska-Susitna Borough Parks, Recreation and Trails Advisory Board this 23rd day of May, 2016.



David Palmer, Chair

ATTEST:



Jill Irsik, CD Admin. Spec.

NON-CODE ORDINANCE

By: Borough Manager

Introduced:

Public Hearing:

Action:

**MATANUSKA-SUSITNA BOROUGH
ORDINANCE SERIAL NO. 16-___**

AN ORDINANCE OF THE MATANUSKA-SUSITNA BOROUGH ASSEMBLY ADOPTING AN AMENDMENT TO THE MATANUSKA-SUSITNA BOROUGH RECREATIONAL TRAILS PLAN COMPONENT OF THE BOROUGH'S COMPREHENSIVE PLAN THAT ADDS, AMENDS AND REMOVES TRAILS AND TRAIL SYSTEMS.

WHEREAS, nominations for trails to be added to and removed from the Matanuska Susitna Borough Recreational Trails Plan have been accepted and reviewed; and

WHEREAS, the Matanuska Susitna Borough Recreational Trails Plan recommends trails with regional significance be included in the plan; and

WHEREAS, findings indicate that the trails to be added are regionally significant and should be considered for addition to the plan; and

WHEREAS, Community Council input on amendments to trails and removal of certain proposed trails are supported by borough trails staff and the Matanuska-Susitna Borough Parks, Recreation, and Trails Advisory Board; and

WHEREAS, the Matanuska-Susitna Borough Parks, Recreation, and Trails Advisory Board has reviewed the update to the plan and recommended the Assembly adopt it; and

WHEREAS, the Matanuska-Susitna Borough Planning Commission has reviewed the update to the plan and recommended the Assembly adopt it.

BE IT ENACTED:

Section 1. Classification. This is a non-code ordinance.

Section 2. Adoption of trail plan update. The Matanuska-Susitna Borough Assembly does hereby adopt an update to the Matanuska-Susitna Borough Recreational Trails Plan that adds the following trails and trail systems: 16-Mile - Peak 4068 - Government Peak Route, Government Peak Recreation Area Trails, Visnaw to Little Su Trail, Matanuska Greenbelt / Crevasse Moraine Single Track: Moose, Bear, and Fox Trails, Dorthy Jones Borough Trail / Su Valley Ski Trail. The update to the Recreational Trails Plan removes the following trails: Birch Creek Loop, Talkeetna Lakes Park Trail 205, and Trail Bartlett Trail 210. The update also amends the Talkeetna River Trail and the Ridge Trail in accordance with the request from the Talkeetna Community Council. The update also includes current statewide and local recreational information.

Section 3. Note to Codifier. The codifier is instructed to show under MSB 15.24.030(B)(16) that the Matanuska Susitna Borough Recreational Trails Plan, adopted 2000, was updated on September 20, 2016 with Ordinance Serial No. 16-___.

Section 4. Effective Date. This ordinance shall take effect upon adoption by the Matanuska-Susitna Borough Assembly.

ADOPTED by the Matanuska-Susitna Borough Assembly this ____ day of _____, 2016.

VERN HALTER, Borough Mayor

ATTEST:

LONNIE R. McKECHNIE, CMC, Borough Clerk

(SEAL)

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By: Emerson Krueger
Introduced: June 20, 2016
Public Hearing: August 1, 2016
Action:

**MATANUSKA-SUSITNA BOROUGH
PLANNING COMMISSION RESOLUTION NO. 16-26**

A RESOLUTION OF THE MATANUSKA-SUSITNA BOROUGH PLANNING COMMISSION RECOMMENDING THE ASSEMBLY ADOPT THE UPDATE TO THE BOROUGH RECREATIONAL TRAILS PLAN.

WHEREAS, a comprehensive update of the Borough Recreational Trails Plan has not occurred since it was drafted in 2000; and

WHEREAS, the plan has been updated with all available current information regarding the State of Alaska and the Matanuska-Susitna Borough; and

WHEREAS, nominations for trails to be added to, removed from, or changed in the Borough Recreational Trails Plan have been accepted and reviewed; and

WHEREAS, the Matanuska-Susitna Borough Recreational Trails Plan recommends that trails to be added to the plan should have a regional or local significance, be used primarily for recreation, provide a quality recreational experience for a broad base of the borough's population, and traverse primarily borough or state land; and

WHEREAS, findings indicate that the following trails meet these criteria and should be considered for addition to the plan:

- 16-mile to Peak 4068 - Government Peak Route

- Visnaw to Little Su Trail
- Government Peak Recreation Area Trails
- Matanuska Greenbelt - Crevasse Moraine Trail Single

Track: Moose, Bear, and Fox Trails

- Dorothy Jones Borough Trail, Su Valley High Ski Trail;
- and

WHEREAS, findings indicate that the following edits to and deletion of trails are supported by communities in which they occur:

- Edits to the Talkeetna River Trail
- Edits to the Ridge Trail
- Removal of the Birch Creek Loop Trail
- Removal of Trail #205, Talkeetna Lakes
- Removal of Trail #210 Barlett; and

WEHREAS, the Matanuska-Susitna Borough Parks, Recreation, and Trails Advisory Board adopted Resolution Serial No. 16-01 recommending Assembly adoption of the update of the Recreational Trails Plan, at their regularly scheduled meeting on May 23, 2016.

NOW, THEREFORE, BE IT RESOLVED, that the Matanuska-Susitna Borough Planning Commission does hereby recommend the Matanuska-Susitna Borough Assembly adopt the updated Borough Recreational Trails Plan.

ADOPTED by the Matanuska-Susitna Borough Planning Commission this ___ day of ___, 2016.

JOHN KLAPPERICH, Chair

ATTEST

MARY BRODIGAN, Planning Clerk

(SEAL)

DRAFT

YES:

NO:

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UNFINISHED BUSINESS

Resolution No. 16-25

Development of a Regional
Transportation Planning Partnership Program

(Page 49 - 98)

UNFINISHED BUSINESS

**MATANUSKA-SUSITNA BOROUGH****Planning and Land Use Department**

350 East Dahlia Avenue • Palmer, AK 99645

Phone (907) 861-8501 • Fax (907) 861-7876

www.matsugov.us • planning@matsugov.us

MEMORANDUM

DATE: July 21, 2016

TO: Matanuska-Susitna Borough Planning Commission

FROM: Jessica Smith, MSB Transportation Planner *J.S.*

THROUGH: Sara Jansen, Acting Planning Services Chief *S.J.*

SUBJECT: Transportation Planning Partnership Program Referral from MSB Assembly

Enclosed in the August 1, 2016, Planning Commission (PC) Meeting Packet is a referral from the May 17, 2016, MSB Assembly meeting addressing the proposed Transportation Planning Partnership Program (TPPP). This referral item includes an Informational Memorandum, a flyer that outlines the general concept of the TPPP, Resolutions of Support from the Cities of Palmer, Wasilla, and Houston, and a draft resolution for the Assembly. The referral is due back to the Assembly no later than August 16, 2016. A draft resolution (PC Resolution 16-25) to support moving forward with development of this program has been included in the meeting packet for your consideration.

Following the May 25, 2016, TAB Meeting, the TAB postponed action on Resolution 16-02 to the June 22, 2016, TAB meeting. The PC chose to postpone action on the same topic from the June 20, 2016, meeting, in order to give the TAB an opportunity to present any resulting information to the PC at the August 1, 2016, PC Meeting.

On June 22, 2016, the TAB reviewed the referral and approved TAB Resolution 16-02, supporting efforts to move forward with the TPPP development. TAB Resolution 16-02 has been included in this packet for your information.

Enclosed:

Assembly Referral Packet

- Informational Memorandum 16-109
- Transportation Planning Partnership Brochure
- Houston City Council Resolution No. 16-01
- Palmer City Council Resolution No. 16-010
- Palmer Planning & Zoning Commission Resolution No. 16-001
- Wasilla City Council Resolution No. 16-04
- Wasilla Planning Commission Resolution No. 16-03
- Draft MSB Assembly Resolution No. 16-047
- TAB Resolution No. 16-02
- Draft MSB PC Resolution 16-25

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Action: Approved

**MATANUSKA-SUSITNA BOROUGH
TRANSPORTATION ADVISORY BOARD RESOLUTION NO. 16-02**

A RESOLUTION OF THE MATANUSKA-SUSITNA BOROUGH TRANSPORTATION ADVISORY BOARD SUPPORTING PLANNING EFFORTS TO DEVELOP A REGIONAL TRANSPORTATION PLANNING PARTNERSHIP PROCESS TO ENSURE BETTER COMMUNICATION AND COLLABORATION BETWEEN THE ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES, THE BOROUGH, AND THE CITIES OF PALMER, WASILLA, AND HOUSTON.

WHEREAS, over the last decade there have been several transportation projects within the Matanuska-Susitna Borough that have been postponed or delayed due to communication and/or collaboration issues between the Alaska Department of Transportation and Public Facilities (DOT&PF) and the Matanuska-Susitna Borough (Borough); and

WHEREAS, these delays and postponements have come at significant costs in terms of project budgets, public trust, safety, and political support; and

WHEREAS, the Borough, the cities of Palmer, Wasilla, and Houston (cities), and DOT&PF hosted a Regional Transportation Planning Workshop (workshop) in 2014 to specifically address the challenges, opportunities and issues facing regional transportation planning and to encourage the better communication and collaboration; and

WHEREAS, workshop participants identified seven key opportunities for regional transportation planning improvements:

- Advance shared decision making;
- Ensure community and stakeholder involvement;
- Improve connectivity throughout the region;
- Ensure maintenance budgets meet infrastructure needs;
- Emphasize regional planning and coordination;
- Link land use and transportation planning efforts; and
- Collaborate to fund projects.

WHEREAS, since 2014 the borough, cities, and DOT&PF have been working to implement projects and strategies identified in the report and action plan developed from the workshop; and

WHEREAS, identified in the workshop report and action plan, the borough, cities, and DOT&PF applied jointly for a Transportation Investment Generating Economic Recovery (TIGER) grant in 2014 and developed a self-assessment report in 2015 to understand and prepare for the region's future designation as a Metropolitan Planning Organization; and

WHEREAS, the DOT&PF awarded a grant in the amount of one million dollars to the Mat-Su Borough in 2015 to continue current efforts in regional transportation planning; and

WHEREAS, of the several projects identified for funding by the DOT&PF grant, the development of a Regional Transportation

Planning Partnership Process (partnership process) was included;
and

WHEREAS, the development of the partnership process was highlighted in the report and action plan and will help to address each of the improvement opportunities identified by workshop participants; and

WHEREAS, communication and cooperation is critical to the development and implementation of the partnership process; and

WHEREAS, before completely developing the process, staff is seeking support for the overall concept and a willingness to participate in the development of the partnership process; and

WHEREAS, the partnership process is intended to create a proactive management approach to change the paradigm of how the borough, cities and partner agencies plan for, manage and fund transportation improvements; and

WHEREAS, the conceptual partnership process would work as such: 1) It would begin before design on any major project that meets a mutually agreed upon criteria. 2) A formal agreement is drafted and agreed upon by all parties outlining the governance structure for managing the project. 3) Together the partnership defines the problem and outlines the community involvement strategy. 4) Once the problem is defined, the partnership drafts performance measures and project goals to evaluate their decisions and track their progress. 5) The partnership is

involved in strategizing solutions and developing funding/implementation plans. Partners share resources to advance the identified strategies and solutions. 6) Once a solution is identified that solution shall be presented to the impacted community(ies) for their consideration and comments. 7) The partnership is not disbanded when the project enters the design phase; it follows the project providing oversight and ensuring the goals and performance measures are being met. 8) The partnership continues to evaluate its success after construction and through that life cycle of the transportation facility; and

WHEREAS, the partnership would create an opportunity for improved regional governance over major transportation projects by allowing the pooling of resources, collaborative problem solving, and prioritized investments. The combination of these elements brings the region an improved ability to operate with a shared vision, save time and money, regain the public trust, empower staff to make the right decisions, and build positive political capital; and

WHEREAS, the State of Alaska Department of Transportation & Public Facilities (DOT&PF) is obligated by 23 CFR450.210(b) to have a documented process for consulting non-metropolitan local officials for both the Statewide Transportation Improvement Program (STIP) and the Statewide Transportation Plan (SLRTP).

NOW, THEREFORE, BE IT RESOLVED, that the Matanuska-Susitna Borough Transportation Advisory Board hereby supports planning efforts to develop a regional transportation planning partnership program to ensure better communication and collaboration between the Alaska Department of Transportation and Public Facilities, the Borough and the Cities of Palmer, Wasilla and Houston.

ADOPTED by the Matanuska-Susitna Borough Transportation Advisory Board this 22nd day of June, 2016.

DAVID LUNDIN, Chair

ATTEST

Jessica Smith, Transportation Planner
Staff Support

PASSED UNANIMOUSLY: Lundin, Fread, L. Wilson, D. Wilson,
Larkey-Walden, Bettine, Elliott.

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PC.

DOCUMENT TRACKING REPORT

DOCUMENT: A Resolution Supporting Planning Efforts To Develop A Regional Transportation Planning Partnership Process To Ensure Better Communication And Collaboration Between The Alaska State Department Of Transportation And Public Facilities, The Borough, And The Cities Of Palmer, Wasilla, And Houston.

DATE	STATUS
5-17-16	referred to Planning Commission + T.A.B. for
	90 days - due back August 15, 2016

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SUBJECT: A resolution of the Matanuska-Susitna Borough Assembly supporting the development of a Transportation Planning Partnership Program.

AGENDA OF: May 17, 2016

Assembly Action:

MANAGER RECOMMENDATION: Refer to Transportation Advisory Board & Planning Commission for review and consideration.

APPROVED ^{for} ~~BY~~ JOHN MOOSEY, BOROUGH MANAGER. *[Signature]*

Route To:	Department/Individual	Initials	Remarks
X	Originator	<i>[Signature]</i>	
X	Planning and Land Use Director	<i>[Signature]</i>	acting
X	Borough Attorney	NS	
X	Borough Clerk	<i>[Signature]</i>	5/9/16 <i>[Signature]</i>

ATTACHMENT (S): Fiscal Note: YES _____ NO X
 Transportation Planning Partnership Brochure (2 pp)
 Houston City Council Resolution No. 16-01 (3 pp)
 Palmer City Council Resolution No. 16-010 (3 pp)
 Palmer Planning & Zoning Commission Resolution No. 16-001 (3 pp)
 Wasilla City Council Resolution No. 16-04 (4 pp)
 Wasilla Planning Commission Resolution No. 16-03 (4 pp)
 Assembly Resolution Serial No. 16-017 (5 pp)

SUMMARY STATEMENT: This resolution represents support for Matanuska Susitna Borough efforts to move forward with the development of a formalized, regional transportation planning partnership program specifically for the Mat-Su Valley. This project would work with the Cities, the Borough, and Alaska Department of Transportation & Public Facilities (DOT&PF) to develop a method for addressing the Borough's transportation planning challenges through a standardized collaboration and communication process that can be applied from the very

beginning of a major project and used throughout the life of the built transportation facility (e.g., a roadway, sidewalk, pathway, etc.).

As an initial step before completely developing the program, staff is seeking the support of Borough, Cities, and DOT&PF to actively participate in the development and implementation of the partnership program. To date, the Cities have provided Resolutions of support to move forward with the program's development. Adoption of this Resolution will create full regional support for the development of the program.

Background

In 2014 the Matanuska-Susitna Borough hosted a Regional Transportation Planning Workshop. The workshop was attended by members of the public, representatives from the Matanuska-Susitna Borough, City of Palmer, City of Wasilla, City of Houston and DOT&PF. The week-long workshop was specifically designed to focus discussion topics on addressing the challenges, opportunities and issues facing Borough-wide transportation planning and ways to encourage better communication and collaboration between the Borough, the Cities and DOT&PF. Workshop participants identified seven key opportunities for regional transportation planning improvements:

- Link Land Use and Transportation Planning Efforts
- Emphasize Regional Planning and Coordination
- Improve Connectivity across the Region
- Ensure Maintenance Budgets Meet Infrastructure Needs
- Collaborate to Fund Projects
- Advance Shared Decision-Making
- Encourage Stakeholder and Public Involvement

Since 2014 the Borough, Cities, and DOT&PF have been working to implement projects and strategies identified in the report and action plan developed from the workshop. Since the action plan was developed, the DOT&PF awarded a grant in the amount of \$1 million to the Mat-Su Borough in 2015 to continue current efforts in regional transportation planning. Of the several projects identified for funding by the DOT&PF grant, the development of a Regional Transportation Planning Partnership Process (partnership program) was included.

Why Develop a Transportation Planning Partnership Program?

The partnership program would create an opportunity for improved regional involvement in major transportation projects by allowing the pooling of resources, enhanced public involvement, collaborative problem solving and prioritized investments before a project is even designed. The combination of these elements brings the region an improved ability to operate with a shared

vision, save time and money, maintain public trust, empower staff to make the best possible decisions, and build positive political capital.

What is the Transportation Planning Partnership Program?

The partnership program will change the paradigm of how the Borough, Cities and partner agencies plan for, manage and fund transportation investments. The conceptual partnership program would work as such:

- 1) It would begin before design on any major project that meets a mutually agreed upon criteria.
- 2) A formal agreement is drafted and agreed upon by all parties outlining the governance structure for managing the project.
- 3) Together the partnership defines the problem and outlines the public involvement strategy.
- 4) Once the problem is defined, the partnership drafts performance measures and project goals to evaluate their decisions and track their progress.
- 5) The partnership is involved in strategizing solutions and developing funding/implementation plans. Partners share resources to advance the identified strategies and solutions.
- 6) The partnership is not disbanded when the project enters the design phase; it follows the project providing oversight and ensuring the goals and performance measures are being met.
- 7) The partnership continues to evaluate its success after construction and through that life cycle of the transportation investment.

Next Steps:

Following the adoption of Resolution No. 16-__, the Borough is hoping to develop a memorandum of understanding (MOU) with DOT&PF. This MOU along with the resolution will document the support needed to move forward with development and implementation of this program. Staff will then work with the Cities and DOT&DF to draft policies and tools necessary for the program's development and implementation. Once developed, the program will be applied to specific transportation projects to test the program's effectiveness and look for opportunities for program improvement. Once the program has been tested, an agreement between participants to ensure implementation of the program will be executed, securing the DOT&PF, the Borough and the Cities (as appropriate) remain in active program participation for selected projects.

RECOMMENDATION:

Staff respectfully recommends adoption of Resolution 16-047, a

resolution of the Matanuska-Susitna Borough Assembly supporting the development of a Transportation Planning Partnership Program.



TRANSPORTATION PLANNING PARTNERSHIP

- Traffic demand management
- Economic impact evaluations
- Safety enhancements
- Traveler information
- Intersection improvements
- Road widening
- Cradle to cradle projects

- Maintenance
- Transit improvements
- Rail improvements
- Bike/Ped improvements
- Local street connections
- Emergency management
- Signal timing

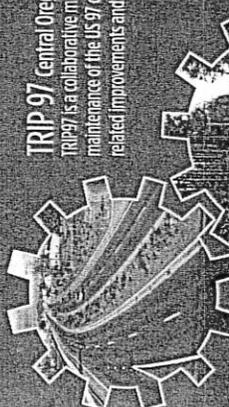
WHAT'S IN OUR TOOLBOX
IMPROVEMENTS COME IN
MANY SHAPES AND SIZES.
HERE'S HOW...



PARTNERSHIP CASE STUDIES

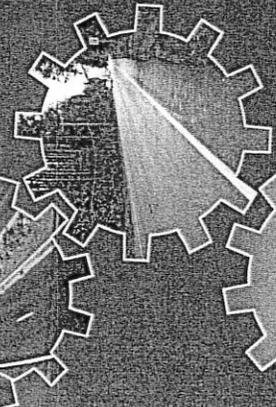
TRIP 97 Central Oregon

TRIP 97 is a collaborative multi-agency effort focused on developing a long-term framework for the improvement and maintenance of the US 97 corridor. It is a study of a concept to change the paradigm of how they plan and fund US 97 related improvements and investments.



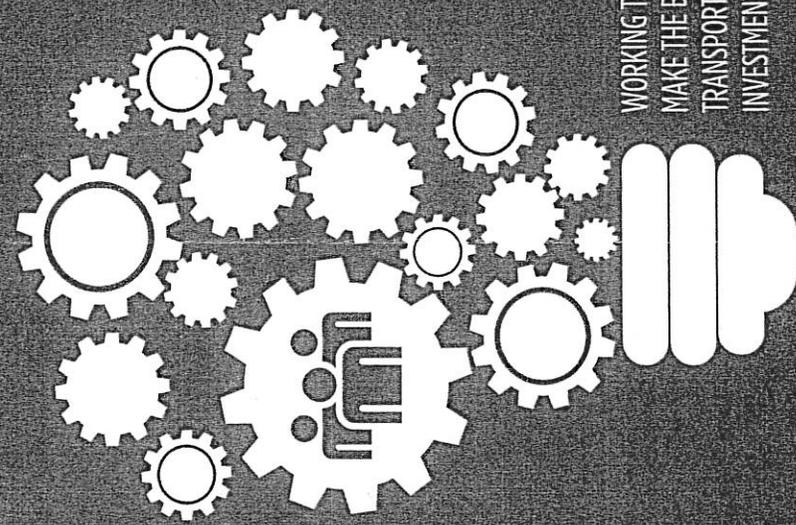
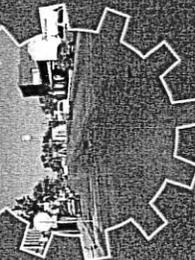
US 12 CORRIDOR Chelan/Is. WA

The Chelan/Is. tribe paid to have a study done on a WSDOT, US Highway. In addition to the Tribe and DOT partner, the two counties within which the corridor spanned, were also engaged. It was a unique partnership that led to shared, commonly supported solutions.



KUNA DOWNTOWN CORRIDOR PLAN Kuna, ID

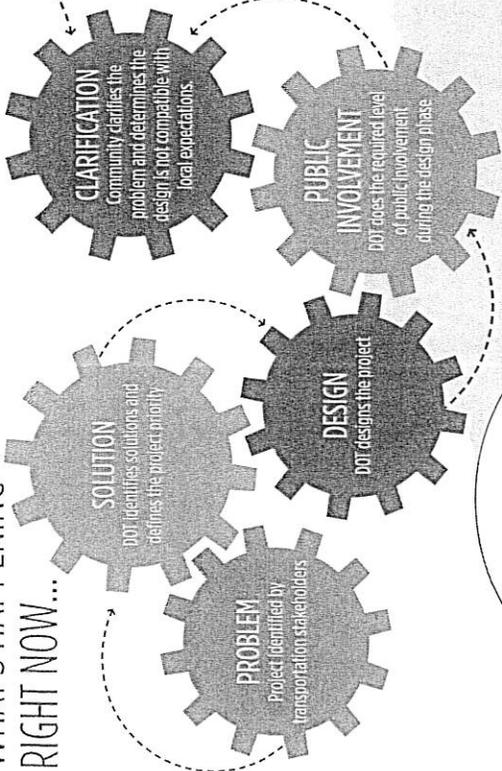
Corridor planning project that had a lot of cross-agency collaboration (mainly between the City and County). The project won an Excellence in Transportation Award, partially based on the amount of agency collaboration. "In the eight years I've been with city council, I haven't seen that kind of involvement with the taxpayers. I am very happy that we have leadership at ACAD that seeks more input for the cities and for the taxpayers," said Kuna City Council President, Richard Cardoza.



WORKING TOGETHER TO
MAKE THE BEST
TRANSPORTATION
INVESTMENT DECISIONS

Be a part of
the solution

WHAT'S HAPPENING RIGHT NOW...



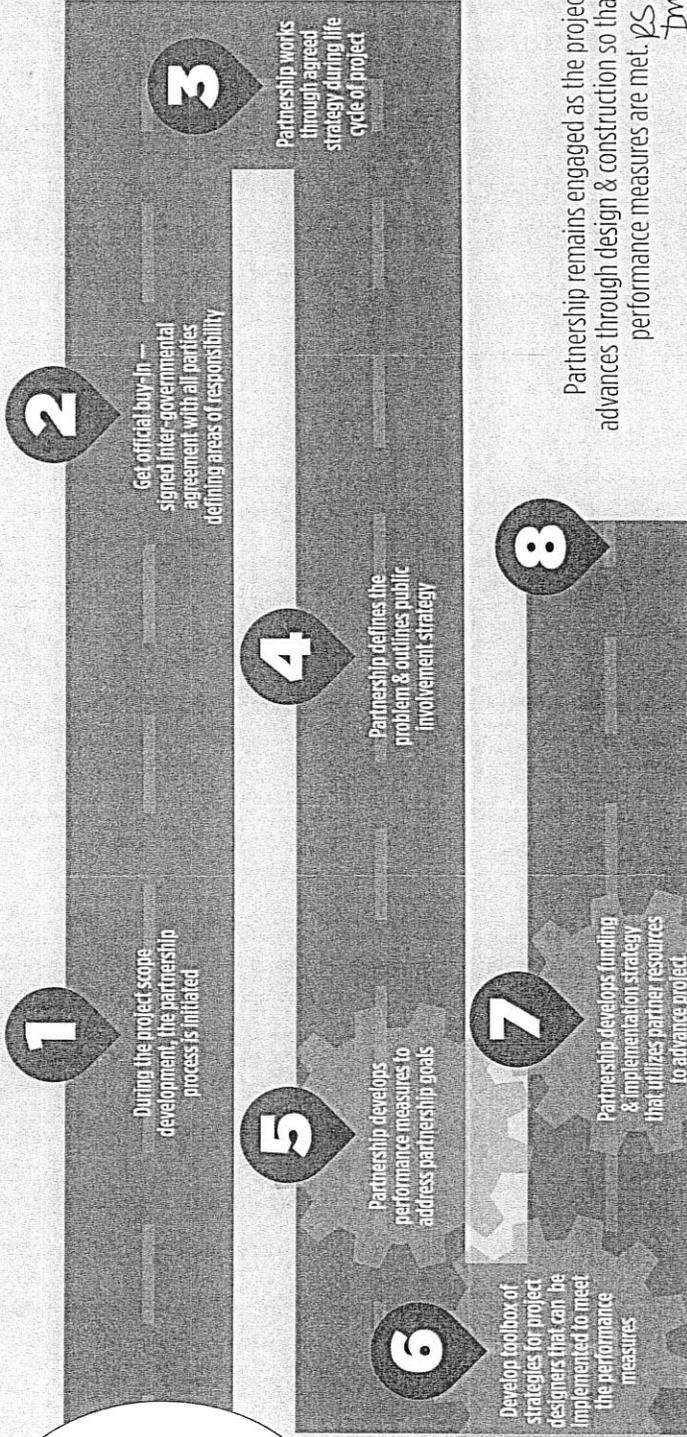
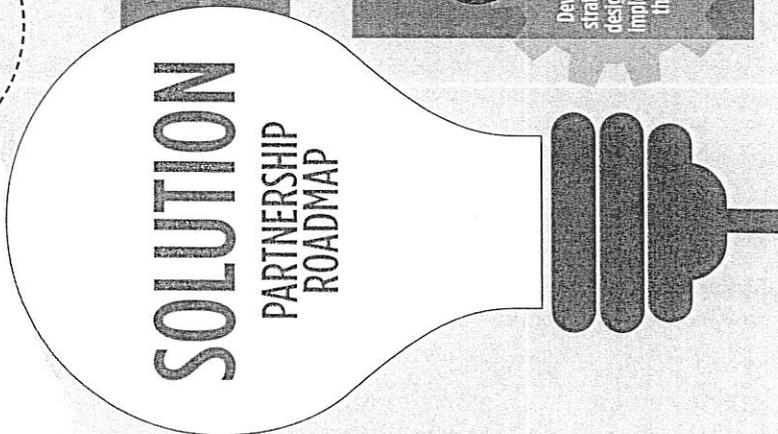
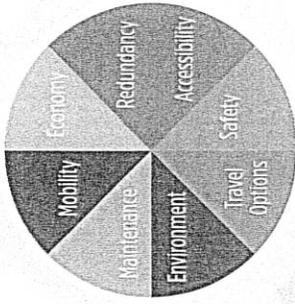
WHY THIS IS NOT OPTIMAL
Waste of Time and Money
Loss of Public Trust
Burnt Out Staff
Expended Political Capital

WE NEED A BETTER WAY TO DEFINE AND SOLVE THE PROBLEMS OF OUR TRANSPORTATION SYSTEM!

WHY A PARTNERSHIP APPROACH MAKES SENSE...

- Cost Effective and Time Saving
- Operate with a Shared Vision
- Each Partner Brings Something
- Pooling of Resources
- Vested Interest for Success
- Project Investment
- Advance Mutual Interests
- Amplify Success
- Collaborative Problem Solving
- Allows for Range of Investments

PERFORMANCE MEASURES THAT ADDRESS A BROAD RANGE OF PARTNERSHIP GOALS



Partnership remains engaged as the project advances through design & construction so that the performance measures are met. *PS 16-047 Dm 16-109*

Introduced by: Mayor Thompson

Date: January 14, 2016

Action: Approved

Vote: Stout, Johnson, Barney, Jorgensen, Wilson, Thompson in favor

**HOUSTON, ALASKA
RESOLUTION 16-01**

A RESOLUTION OF THE HOUSTON CITY COUNCIL SUPPORTING MATANUSKA-SUSITNA BOROUGH PLANNING EFFORTS TO DEVELOP A REGIONAL TRANSPORTATION PLANNING PARTNERSHIP PROCESS TO ENSURE BETTER COMMUNICATION AND COLLABORATION BETWEEN THE ALASKA DEPARTMENT OF TRANSPORTATION AND COLLABORATION BETWEEN THE ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES, THE BOROUGH AND THE CITY OF HOUSTON, PALMER AND WASILLA

WHEREAS, over the last decade there have been several road projects within the Matanuska-Susitna Borough and the City of Houston, that have been postponed or delayed due to communication and/or collaboration issues between the Alaska Department of Transportation and Public Facilities (DOT&PF) and the Matanuska-Susitna Borough (Borough); and

WHEREAS, these delays and postponements have come at significant costs in terms of project budgets, public trust, safety, and political support; and

WHEREAS, the borough, the cities of Palmer, Wasilla, and Houston (cities), and DOT&PF hosted a Regional Transportation Planning Workshop (workshop) in 2014 to specifically address the challenges, opportunities and issues facing regional transportation planning and to encourage the better communication and collaboration; and

WHEREAS, workshop participants identified seven key opportunities for regional transportation planning improvements:

- Link Land Use and Transportation Planning Efforts
- Emphasize Regional Planning and Coordination
- Improve Connectivity Across the Region
- Ensure Maintenance Budgets Meet Infrastructure Needs
- Collaborate to Fund Projects

RS 16-047
DM 16-109

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- 1 • Advance Shared Decision-Making
- 2 • Encourage Stakeholder and Public Involvement

3 ; and

4
 5 **WHEREAS**, since 2014 the borough, cities, and DOT&PF have been working to
 6 implement projects and strategies identified in the report and action plan developed from the
 7 workshop; and

8
 9 **WHEREAS**, identified in the workshop report and action plan, the borough, cities, and
 10 DOT&PF applied jointly for a Transportation Investment Generating Economic Recovery (Tiger)
 11 grant in 2014 and developed a self-assessment report in 2015 to understand and prepare for the
 12 region’s future designation as a Metropolitan Planning organization; and

13
 14 **WHEREAS**, the DOT & PF awarded a grant in the amount of one million dollars to the
 15 Mat-Su Borough in 2015 to continue current efforts in regional transportation planning; and

16
 17 **WHEREAS**, of the several projects identified for funding by DOT&PF grant, the
 18 development of a Regional Transportation Planning partnership Process (partnership) was
 19 included;

20
 21 **WHEREAS**, the development of the partnership process was highlighted in the report and
 22 action plan and will help to address each of the improvement opportunities identified by workshop
 23 participants; and

24
 25 **WHEREAS**, communication and cooperation is critical to the development and
 26 implementation to the partnership process; and

27
 28 **WHEREAS**, before completely developing the process, borough staff is seeking support
 29 for the overall concept and a willingness to participate in the development of the partnership
 30 process; and

31
 32 **WHEREAS**, the partnership process is intended to create a proactive management
 33 approach to change the relationship of how the borough, cities and partner agencies plan for,
 34 manage and fund transportation improvements; and

35
 36 **WHEREAS**, the conceptual partnership process would work as such:

- 37 1). It would begin the conceptual partnership process would work as such: 1) It would begin before
- 38 design on any major project that meet mutually an agreed upon criteria.
- 39 2). A formal agreement is drafted and agreed upon by all parties outlining the governance structure
- 40 for managing the project.
- 41 3). Together the partnership defines the problem and outlines the public involvement strategy.
- 42 4). Once the problem is defined, the partnership drafts performance measures and project goals to
- 43 evaluate their decisions and track their progress.
- 44 5). The partnership is involved in strategizing solutions and developing funding/implementation
- 45 plans. Partners share resources to advance the identified strategies and solutions.

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RS 16-047
 JM 16-109

- 6). The partnership is not disbanded when the project enters the design phase; it follows the project providing oversight and ensuring the goals and performance measures are being met.
- 7). The partnership continues to evaluate its success after construction and through that life cycle of the transportation facility; and

WHEREAS, the partnership would create an opportunity for improved regional governance over major transportation projects by allowing the pooling of resources, collaborative problem solving, and prioritized investments. The combination of these elements brings the region an improved ability to operate with a shared vision, save time and money, regain the public trust, empower staff to make the right decisions, and build positive political capital; and

WHEREAS, the State of Alaska Department of Transportation & Public Facilities (DOT&PF) is obligated by 23 CFR450.210(b) to have a documented process for consulting non-metropolitan local officials for both the Statewide Transportation Improvement Program (STIP) and the Statewide Transportation Plan (SLRTP) .

NOW, THEREFORE BE IT RESOLVED, that the City of Houston supports Matanuska Susitna Borough planning efforts to develop a regional Transportation Planning partnership process to ensure better communication and collaboration between the Alaska Department of Transportation and Public facilities, the borough and the cities of Palmer, Wasilla, and Houston.

EFFECTIVE DATE: This Resolution shall take effect upon approval by the Houston City Council.

PASSED AND APPROVED by a duly constituted quorum of the Houston City Council on this 14th day of January 2016.

THE CITY OF HOUSTON, ALASKA

Virgie Thompson

 Virgie Thompson, Mayor

ATTEST:

Sonya Dukes

 Sonya Dukes, CMC, City Clerk

for

RS 16-047
 JM 16-109

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Introduced by: City Manager Wallace
 Date: February 23, 2016
 Action: Adopted
 Vote: Unanimous

Yes:	No:
Best	
LaFrance	
Carrington	
Combs	
DeVries	
Hanson	
Johnson	

CITY OF PALMER, ALASKA

Resolution No. 16-010

A Resolution of the Palmer City Council Supporting Matanuska-Susitna Borough Planning Efforts to Develop a Regional Transportation Planning Partnership Process

WHEREAS, over the last decade there have been several road projects within the Matanuska-Susitna Borough that have been postponed or delayed due to communication and/or collaboration issues between the State of Alaska Department of Transportation and Public Facilities (DOT&PF), the Matanuska-Susitna Borough (Borough), and the cities of Palmer, Wasilla and Houston (Cities);

WHEREAS, these delays and postponements have come at significant costs in terms of project budgets, public trust, safety, and political support;

WHEREAS, the borough, the cities, and DOT&PF hosted a Regional Transportation Planning Workshop in 2014 to specifically address the challenges, opportunities and issues facing regional transportation planning and to encourage better communication and collaboration; and

WHEREAS, workshop participants identified seven key opportunities for regional transportation planning improvements:

- Link Land Use and Transportation Planning Efforts
- Emphasize Regional Planning and Coordination
- Improve Connectivity Across the Region
- Ensure Maintenance Budgets Meet Infrastructure Needs
- Collaborate to Fund Projects
- Advance Shared Decision-Making
- Encourage Stakeholder and Public Involvement

WHEREAS, since 2014 the borough, cities, and DOT&PF have been working to implement projects and strategies identified in the report and action plan developed from the workshop;

WHEREAS, identified in the workshop report and action plan, the borough, cities, and DOT&PF applied jointly for a Transportation Investment Generating Economic Recovery (TIGER) grant in 2014 and developed a self-assessment report in 2015 to understand and prepare for the region's future designation as a Metropolitan Planning Organization;

RS 16-047
 IM 16-109

WHEREAS, the DOT&PF awarded a grant in the amount of one million dollars to the Mat-Su Borough in 2015 to continue current efforts in regional transportation planning;

WHEREAS, of the several projects identified for funding by the DOT&PF grant, the development of a Regional Transportation Planning Partnership Process (partnership process) was included;

WHEREAS, the development of the partnership process was highlighted in the report and action plan and will help to address each of the improvement opportunities identified by workshop participants;

WHEREAS, communication and cooperation is critical to the development and implementation of the partnership process;

WHEREAS, before completely developing the process, the borough is seeking support for the overall concept and a willingness to participate in the development of the partnership process;

WHEREAS, the partnership process is intended to create a proactive management approach to change the paradigm of how the borough, cities and partner agencies plan for, manage and fund transportation improvements;

WHEREAS, the concept behind the partnership process would: 1) Begin before design on any major project that meets mutually agreed upon criteria. 2) A formal agreement is drafted and agreed upon by all parties outlining the governance structure for managing the project. 3) Together, the partnership defines the problem and outlines the public involvement strategy. 4) Once the problem is defined, the partnership drafts performance measures and project goals to evaluate their decisions and track their progress. 5) The partnership is involved in strategizing solutions and developing funding/implementation plans. Partners share resources to advance the identified strategies and solutions. 6) The partnership is not disbanded when the project enters the design phase; it follows the project providing oversight and ensuring the goals and performance measures are being met. 7) The partnership continues to evaluate the project after construction and through the life cycle of the transportation facility;

WHEREAS, the partnership would create an opportunity for improved regional governance over major transportation projects by allowing the pooling of resources, collaborative problem solving, and prioritized investments. The combination of these elements brings the region an improved ability to operate with a shared vision, saves time and money, regains the public trust, empowers staff to make the right decisions, and builds positive political capital; and

WHEREAS, the State of Alaska Department of Transportation & Public Facilities (DOT&PF) is obligated by 23 CFR450.210(b) to have a documented process for consulting non-metropolitan local officials for both the Statewide Transportation Improvement Program (STIP) and the Statewide Transportation Plan (SLRTP).

NOW, THEREFORE, BE IT RESOLVED, the Palmer City Council supports the Matanuska-Susitna Borough planning efforts to develop a regional transportation planning partnership process.

RS 16-047
DM 16-109

Passed and approved by the City Council of the City of Palmer, Alaska this twenty-third day of February, 2016.

DeLena Goodwin Johnson, Mayor

Janette M. Bower, MMC, City Clerk

RS 16-047
JM 16-109

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PALMER PLANNING AND ZONING COMMISSION

RESOLUTION NO. 16-001

A RESOLUTION OF THE PALMER PLANNING AND ZONING COMMISSION SUPPORTING MATANUSKA-SUSITNA BOROUGH PLANNING EFFORTS TO DEVELOP A REGIONAL TRANSPORTATION PLANNING PARTNERSHIP PROCESS TO ENSURE BETTER COMMUNICATION AND COLLABORATION BETWEEN THE STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES, THE BOROUGH AND THE CITIES OF PALMER, WASILLA AND HOUSTON

WHEREAS, over the last decade there have been several road projects within the Matanuska-Susitna Borough that have been postponed or delayed due to communication and/or collaboration issues between the State of Alaska Department of Transportation and Public Facilities (DOT&PF), the Matanuska-Susitna Borough (Borough), and the cities of Palmer, Wasilla and Houston (Cities);

WHEREAS, these delays and postponements have come at significant costs in terms of project budgets, public trust, safety, and political support;

WHEREAS, the borough, the cities, and DOT&PF hosted a Regional Transportation Planning Workshop (workshop) in 2014 to specifically address the challenges, opportunities and issues facing regional transportation planning and to encourage better communication and collaboration; and

WHEREAS, workshop participants identified seven key opportunities for regional transportation planning improvements:

- Link Land Use and Transportation Planning Efforts
- Emphasize Regional Planning and Coordination
- Improve Connectivity Across the Region
- Ensure Maintenance Budgets Meet Infrastructure Needs
- Collaborate to Fund Projects
- Advance Shared Decision-Making
- Encourage Stakeholder and Public Involvement

WHEREAS, since 2014 the borough, cities, and DOT&PF have been working to implement projects and strategies identified in the report and action plan developed from the workshop;

WHEREAS, identified in the workshop report and action plan, the borough, cities, and DOT&PF applied jointly for a Transportation Investment Generating Economic Recovery (TIGER) grant in 2014 and developed a self-assessment report in 2015 to understand and prepare for the region's future designation as a Metropolitan Planning Organization;

WHEREAS, the DOT&PF awarded a grant in the amount of one million dollars to the Mat-Su Borough in 2015 to continue current efforts in regional transportation planning;

RS 16-047
JM 16-109

WHEREAS, of the several projects identified for funding by the DOT&PF grant, the development of a Regional Transportation Planning Partnership Process (partnership process) was included;

WHEREAS, the development of the partnership process was highlighted in the report and action plan and will help to address each of the improvement opportunities identified by workshop participants;

WHEREAS, communication and cooperation is critical to the development and implementation of the partnership process;

WHEREAS, before completely developing the process, the borough is seeking support for the overall concept and a willingness to participate in the development of the partnership process;

WHEREAS, the partnership process is intended to create a proactive management approach to change the paradigm of how the borough, cities and partner agencies plan for, manage and fund transportation improvements;

WHEREAS, the concept behind the partnership process would: 1) Begin before design on any major project that meets mutually agreed upon criteria. 2) A formal agreement is drafted and agreed upon by all parties outlining the governance structure for managing the project. 3) Together, the partnership defines the problem and outlines the public involvement strategy. 4) Once the problem is defined, the partnership drafts performance measures and project goals to evaluate their decisions and track their progress. 5) The partnership is involved in strategizing solutions and developing funding/implementation plans. Partners share resources to advance the identified strategies and solutions. 6) The partnership is not disbanded when the project enters the design phase; it follows the project providing oversight and ensuring the goals and performance measures are being met. 7) The partnership continues to evaluate the project after construction and through the life cycle of the transportation facility;

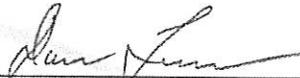
WHEREAS, the partnership would create an opportunity for improved regional governance over major transportation projects by allowing the pooling of resources, collaborative problem solving, and prioritized investments. The combination of these elements brings the region an improved ability to operate with a shared vision, saves time and money, regains the public trust, empowers staff to make the right decisions, and builds positive political capital; and

WHEREAS, the State of Alaska Department of Transportation & Public Facilities (DOT&PF) is obligated by 23 CFR450.210(b) to have a documented process for consulting non-metropolitan local officials for both the Statewide Transportation Improvement Program (STIP) and the Statewide Transportation Plan (SLRTP).

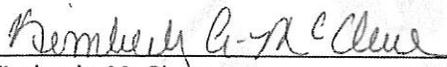
RS 16-047
In 16-109

NOW, THEREFORE, BE IT RESOLVED, the Palmer Planning and Zoning Commission supports the Matanuska-Susitna Borough planning efforts to develop a regional transportation planning partnership process to ensure better communication and collaboration between the State of Alaska Department of Transportation and Public Facilities, the Borough and the cities of Palmer, Wasilla, and Houston.

Passed and approved this 21st day of January, 2016.



Dan Lucas, Chairman



Kimberly McClure
Planning & Code Compliance Technician

RS 16-047
IM 16-109

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By: Public Works
Adopted: March 21, 2016
Vote: Burney, Graham, O'Barr, Sullivan-Leonard, and Wilson in favor
Wall absent

**City of Wasilla
Resolution Serial No. 16-04**

An Resolution Of The Wasilla City Council Supporting Matanuska-Susitna Borough Planning Efforts To Develop A Regional Transportation Planning Partnership Process To Ensure Better Communication And Collaboration Between The Alaska Department Of Transportation And Public Facilities, The Borough, And The Cities Of Palmer, Wasilla, And Houston.

WHEREAS, over the last decade there have been several road projects within the Matanuska-Susitna Borough ("Borough") that have been postponed or delayed due to communication and/or collaboration issues between the Alaska Department of Transportation and Public Facilities (AKDOT&PF) and the Borough; and

WHEREAS, these delays and postponements have come at significant costs in terms of project budgets, public trust, safety, and political support; and

WHEREAS, the Borough, the cities of Palmer, Wasilla, and Houston ("cities"), and AKDOT&PF hosted a regional transportation planning workshop ("workshop") in 2014 to specifically address the challenges, opportunities and issues facing regional transportation planning and to encourage the better communication and collaboration; and

WHEREAS, workshop participants identified seven key opportunities for regional transportation planning improvements:

- Link land use and transportation planning efforts
- Emphasize regional planning and coordination
- Improve connectivity across the region
- Ensure maintenance budgets meet infrastructure needs

RS 16-047
JM 16-109

- Collaborate to fund projects
- Advance shared decision-making
- Encourage stakeholder and public involvement; and

WHEREAS, the Borough, cities, and AKDOT&PF have been working to implement projects and strategies identified in the report and action plan developed from the workshop since 2014; and

WHEREAS, as identified in the workshop report and action plan, the Borough, cities, and AKDOT&PF applied jointly for a Transportation Investment Generating Economic Recovery (TIGER) grant in 2014 and developed a self-assessment report in 2015 to understand and prepare for the region's future designation as a Metropolitan Planning Organization; and

WHEREAS, the AKDOT&PF awarded a grant in the amount of \$1,000,000 to the Borough in 2015 to continue current efforts in regional transportation planning; and

WHEREAS, the development of a Regional Transportation Planning Partnership Process (partnership process) was one of the projects identified for funding by the AKDOT&PF grant; and

WHEREAS, development of the partnership process was highlighted in the report and action plan and will help to address each of the improvement opportunities identified by workshop participants; and

WHEREAS, communication and cooperation is critical to the development and implementation of the partnership process; and

WHEREAS, before completely developing the process, Borough staff is seeking support from the cities and AKDOT&PF for the overall concept and a willingness to participate in the development of the partnership process; and

RS 16-047
JM 16-109

WHEREAS, the partnership process is intended to create a proactive management approach to change the paradigm of how the Borough, cities and partner agencies plan for, manage, and fund transportation improvements; and.

WHEREAS, the conceptual partnership process would work as such:

- 1) The process would begin before design on any major project that meets mutually agreed upon criteria;
- 2) A formal agreement is drafted and agreed upon by all parties outlining the governance structure for managing the project;
- 3) The partnership defines the problem and outlines the public involvement strategy;
- 4) Once the problem is defined, performance measures and project goals are drafted to evaluate decisions and track progress;
- 5) The partnership is involved in strategizing solutions and developing funding/implementation plans. Partners share resources to advance the identified strategies and solutions;
- 6) The partnership is not disbanded when the project enters the design phase but follows the project providing oversight and ensuring the goals and performance measures are being met;
- 7) The partnership continues to evaluate its success after construction and throughout the life cycle of the transportation facility; and

WHEREAS, the partnership would create an opportunity for improved regional governance over major transportation projects by allowing the pooling of resources, collaborative problem solving, and prioritized investments. The combination of these elements

brings the region an improved ability to operate with a shared vision, save time and money, regain the public trust, empower staff to make the right decisions, and build positive political capital; and

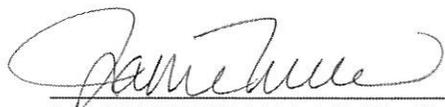
WHEREAS, the AKDOT&PF is obligated by 23 CFR450.210(b) to have a documented process for consulting non-metropolitan local officials for both the Statewide Transportation Improvement Program (STIP) and the Statewide Long-Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED, that the Wasilla City Council supports Borough planning efforts to develop a regional transportation planning partnership process to ensure better communication and collaboration between the AKDOT&PF, the Borough, and the cities.

ADOPTED by the Wasilla City Council on March 21, 2016.


BERT L. COTTLE, Mayor

ATTEST:


JAMIE NEWMAN, MMC, City Clerk

[SEAL]

RS 16-047
JM 16-109

By: Planning
Public Hearing: 02/09/16
Adopted: 02/09/16

WASILLA PLANNING COMMISSION
RESOLUTION SERIAL NO. 16-03

A RESOLUTION OF THE WASILLA PLANNING COMMISSION SUPPORTING MATANUSKA-SUSITNA BOROUGH PLANNING EFFORTS TO DEVELOP A REGIONAL TRANSPORTATION PLANNING PARTNERSHIP PROCESS TO ENSURE BETTER COMMUNICATION AND COLLABORATION BETWEEN THE ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES, THE BOROUGH, AND THE CITIES OF PALMER, WASILLA, AND HOUSTON.

WHEREAS, over the last decade there have been several road projects within the Matanuska-Susitna Borough ("Borough") that have been postponed or delayed due to communication and/or collaboration issues between the Alaska Department of Transportation and Public Facilities (AKDOT&PF) and the Borough (Borough); and

WHEREAS, these delays and postponements have come at significant costs in terms of project budgets, public trust, safety, and political support; and

WHEREAS, the Borough, the cities of Palmer, Wasilla, and Houston ("cities"), and AKDOT&PF hosted a regional transportation planning workshop ("workshop") in 2014 to specifically address the challenges, opportunities and issues facing regional transportation planning and to encourage the better communication and collaboration; and

WHEREAS, workshop participants identified seven key opportunities for regional transportation planning improvements:

- Link land use and transportation planning efforts
- Emphasize regional planning and coordination
- Improve connectivity across the region
- Ensure maintenance budgets meet infrastructure needs

RS 16-047
JM 16-109

- Collaborate to fund projects
- Advance shared decision-making
- Encourage stakeholder and public involvement

WHEREAS, the Borough, cities, and AKDOT&PF have been working to implement projects and strategies identified in the report and action plan developed from the workshop since 2014; and

WHEREAS, as identified in the workshop report and action plan, the Borough, cities, and AKDOT&PF applied jointly for a Transportation Investment Generating Economic Recovery (TIGER) grant in 2014 and developed a self-assessment report in 2015 to understand and prepare for the region's future designation as a Metropolitan Planning Organization; and

WHEREAS, the AKDOT&PF awarded a grant in the amount of \$1,000,000 to the Borough in 2015 to continue current efforts in regional transportation planning; and

WHEREAS, the development of a Regional Transportation Planning Partnership Process (partnership process) was one of the projects identified for funding by the AKDOT&PF grant; and

WHEREAS, development of the partnership process was highlighted in the report and action plan and will help to address each of the improvement opportunities identified by workshop participants; and

WHEREAS, communication and cooperation is critical to the development and implementation of the partnership process; and

WHEREAS, before completely developing the process, Borough staff is seeking support from the cities and AKDOT&PF for the overall concept and a willingness to participate in the development of the partnership process; and

RS 16-047
DM 16-109

WHEREAS, the partnership process is intended to create a proactive management approach to change the paradigm of how the Borough, cities and partner agencies plan for, manage, and fund transportation improvements; and

WHEREAS, the conceptual partnership process would work as such:

- 1) The process would begin before design on any major project that meets mutually agreed upon criteria;
- 2) A formal agreement is drafted and agreed upon by all parties outlining the governance structure for managing the project;
- 3) The partnership defines the problem and outlines the public involvement strategy;
- 4) Once the problem is defined, performance measures and project goals are drafted to evaluate decisions and track progress;
- 5) The partnership is involved in strategizing solutions and developing funding/implementation plans. Partners share resources to advance the identified strategies and solutions;
- 6) The partnership is not disbanded when the project enters the design phase but follows the project providing oversight and ensuring the goals and performance measures are being met; and
- 7) The partnership continues to evaluate its success after construction and throughout the life cycle of the transportation facility;

WHEREAS, the partnership would create an opportunity for improved regional governance over major transportation projects by allowing the pooling of resources, collaborative problem solving, and prioritized investments. The combination of these elements brings the region an improved ability to operate with a shared vision, save

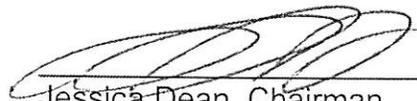
time and money, regain the public trust, empower staff to make the right decisions, and build positive political capital; and

WHEREAS, the AKDOT&PF is obligated by 23 CFR450.210(b) to have a documented process for consulting non-metropolitan local officials for both the Statewide Transportation Improvement Program (STIP) and the Statewide Long-Range Transportation Plan (SLRTP).

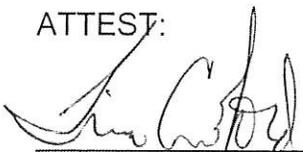
NOW, THEREFORE BE IT RESOLVED, that the Wasilla Planning Commission hereby supports Borough planning efforts to develop a regional transportation planning partnership process to ensure better communication and collaboration between the AKDOT&PF, the Borough, and the cities.

ADOPTED by the Wasilla Planning Commission on February 9, 2016.

APPROVED:


Jessica Dean, Chairman
2/29/16
Date

ATTEST:


Tina Crawford, AICP, City Planner

VOTE: Passed Unanimously

RS 16-047
JM 16-109

Action:

MATANUSKA-SUSITNA BOROUGH
RESOLUTION SERIAL NO. 16-047

A RESOLUTION OF THE MATANUSKA-SUSITNA BOROUGH ASSEMBLY SUPPORTING PLANNING EFFORTS TO DEVELOP A REGIONAL TRANSPORTATION PLANNING PARTNERSHIP PROCESS TO ENSURE BETTER COMMUNICATION AND COLLABORATION BETWEEN THE ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES, THE BOROUGH, AND THE CITIES OF PALMER, WASILLA, AND HOUSTON.

WHEREAS, over the last decade there have been several transportation projects within the Matanuska-Susitna Borough that have been postponed or delayed due to communication and/or collaboration issues between the Alaska Department of Transportation and Public Facilities (DOT&PF) and the Matanuska-Susitna Borough (Borough);

WHEREAS, these delays and postponements have come at significant costs in terms of project budgets, public trust, safety, and political support;

WHEREAS, the Borough, the cities of Palmer, Wasilla, and Houston (cities), and DOT&PF hosted a Regional Transportation Planning Workshop (workshop) in 2014 to specifically address the challenges, opportunities and issues facing regional transportation planning and to encourage the better communication and collaboration; and

WHEREAS, workshop participants identified seven key opportunities for regional transportation planning improvements:

- Link Land Use and Transportation Planning Efforts

- Emphasize Regional Planning and Coordination
- Improve Connectivity Across the Region
- Ensure Maintenance Budgets Meet Infrastructure Needs
- Collaborate to Fund Projects
- Advance Shared Decision-Making
- Encourage Stakeholder and Public Involvement

WHEREAS, since 2014 the borough, cities, and DOT&PF have been working to implement projects and strategies identified in the report and action plan developed from the workshop;

WHEREAS, identified in the workshop report and action plan, the borough, cities, and DOT&PF applied jointly for a Transportation Investment Generating Economic Recovery (TIGER) grant in 2014 and developed a self-assessment report in 2015 to understand and prepare for the region's future designation as a Metropolitan Planning organization;

WHEREAS, the DOT&PF awarded a grant in the amount of one million dollars to the Mat-Su Borough in 2015 to continue current efforts in regional transportation planning;

WHEREAS, of the several projects identified for funding by the DOT&PF grant, the development of a Regional Transportation Planning Partnership Process (partnership process) was included;

WHEREAS, the development of the partnership process was highlighted in the report and action plan and will help to address each of the improvement opportunities identified by

workshop participants;

WHEREAS, communication and cooperation is critical to the development and implementation of the partnership process;

WHEREAS, before completely developing the process, staff is seeking support for the overall concept and a willingness to participate in the development of the partnership process;

WHEREAS, the partnership process is intended to create a proactive management approach to change the paradigm of how the borough, cities and partner agencies plan for, manage and fund transportation improvements;

WHEREAS, the conceptual partnership process would work as such: 1) It would begin before design on any major project that meet mutually an agreed upon criteria. 2) A formal agreement is drafted and agreed upon by all parties outlining the governance structure for managing the project. 3) Together the partnership defines the problem and outlines the public involvement strategy. 4) Once the problem is defined, the partnership drafts performance measures and project goals to evaluate their decisions and track their progress. 5) The partnership is involved in strategizing solutions and developing funding/implementation plans. Partners share resources to advance the identified strategies and solutions. 6) The partnership is not disbanded when the project enters the design phase; it follows the project providing oversight and ensuring

the goals and performance measures are being met. 7) The partnership continues to evaluate its success after construction and through that life cycle of the transportation facility;

WHEREAS, the partnership would create an opportunity for improved regional governance over major transportation projects by allowing the pooling of resources, collaborative problem solving, and prioritized investments. The combination of these elements brings the region an improved ability to operate with a shared vision, save time and money, regain the public trust, empower staff to make the right decisions, and build positive political capital; and

WHEREAS, the State of Alaska Department of Transportation & Public Facilities (DOT&PF) is obligated by 23 CFR450.210(b) to have a documented process for consulting non-metropolitan local officials for both the Statewide Transportation Improvement Program (STIP) and the Statewide Transportation Plan (SLRTP).

NOW, THEREFORE, BE IT RESOLVED, THE MATANUSKA-SUSITNA BOROUGH ASSEMBLY SUPPORTS PLANNING EFFORTS TO DEVELOP A REGIONAL TRANSPORTATION PLANNING PARTERSHIP PROCESS TO ENSURE BETTER COMMUNICATION AND COLLABORATION BETWEEN THE ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES, THE BOROUGH AND THE CITIES OF PALMER, WASILLA, AND HOUSTON.

ADOPTED by the Matanuska-Susitna Borough Assembly this -

day of -, 2016.

VERN HALTER, Borough Mayor

ATTEST:

LONNIE R. McKECHNIE, CMC, Borough Clerk

(SEAL)

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By: Jessica Smith
Introduced: June 6, 2016
Public Hearing: June 20, 2016
Action:

**MATANUSKA-SUSITNA BOROUGH
PLANNING COMMISSION RESOLUTION NO. 16-25**

A RESOLUTION OF THE MATANUSKA-SUSITNA BOROUGH PLANNING COMMISSION SUPPORTING PLANNING EFFORTS TO DEVELOP A REGIONAL TRANSPORTATION PLANNING PARTNERSHIP PROCESS TO ENSURE BETTER COMMUNICATION AND COLLABORATION BETWEEN THE ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES, THE BOROUGH, AND THE CITIES OF PALMER, WASILLA, AND HOUSTON.

WHEREAS, over the last decade there have been several transportation projects within the Matanuska-Susitna Borough that have been postponed or delayed due to communication and/or collaboration issues between the Alaska Department of Transportation and Public Facilities (DOT&PF) and the Matanuska-Susitna Borough (Borough); and

WHEREAS, these delays and postponements have come at significant costs in terms of project budgets, public trust, safety, and political support; and

WHEREAS, the Borough, the cities of Palmer, Wasilla, and Houston (cities), and DOT&PF hosted a Regional Transportation Planning Workshop (workshop) in 2014 to specifically address the challenges, opportunities and issues facing regional transportation planning and to encourage the better communication and collaboration; and

WHEREAS, workshop participants identified seven key opportunities for regional transportation planning improvements:

- Link Land Use and Transportation Planning Efforts
- Emphasize Regional Planning and Coordination
- Improve Connectivity Across the Region
- Ensure Maintenance Budgets Meet Infrastructure Needs
- Collaborate to Fund Projects
- Advance Shared Decision-Making
- Encourage Stakeholder and Public Involvement; and

WHEREAS, since 2014 the borough, cities, and DOT&PF have been working to implement projects and strategies identified in the report and action plan developed from the workshop; and

WHEREAS, identified in the workshop report and action plan, the borough, cities, and DOT&PF applied jointly for a Transportation Investment Generating Economic Recovery (TIGER) grant in 2014 and developed a self-assessment report in 2015 to understand and prepare for the region's future designation as a Metropolitan Planning organization; and

WHEREAS, the DOT&PF awarded a grant in the amount of one million dollars to the Mat-Su Borough in 2015 to continue current efforts in regional transportation planning; and

WHEREAS, of the several projects identified for funding by the DOT&PF grant, the development of a Regional Transportation

Planning Partnership Process (partnership process) was included;
and

WHEREAS, the development of the partnership process was highlighted in the report and action plan and will help to address each of the improvement opportunities identified by workshop participants; and

WHEREAS, communication and cooperation is critical to the development and implementation of the partnership process; and

WHEREAS, before completely developing the process, staff is seeking support for the overall concept and a willingness to participate in the development of the partnership process; and

WHEREAS, the partnership process is intended to create a proactive management approach to change the paradigm of how the borough, cities and partner agencies plan for, manage and fund transportation improvements; and

WHEREAS, the conceptual partnership process would work as such: 1) It would begin before design on any major project that meet mutually an agreed upon criteria. 2) A formal agreement is drafted and agreed upon by all parties outlining the governance structure for managing the project. 3) Together the partnership defines the problem and outlines the public involvement strategy. 4) Once the problem is defined, the partnership drafts performance measures and project goals to evaluate their decisions and track their progress. 5) The partnership is

involved in strategizing solutions and developing funding/implementation plans. Partners share resources to advance the identified strategies and solutions. 6) The partnership is not disbanded when the project enters the design phase; it follows the project providing oversight and ensuring the goals and performance measures are being met. 7) The partnership continues to evaluate its success after construction and through that life cycle of the transportation facility; and

WHEREAS, the partnership would create an opportunity for improved regional governance over major transportation projects by allowing the pooling of resources, collaborative problem solving, and prioritized investments. The combination of these elements brings the region an improved ability to operate with a shared vision, save time and money, regain the public trust, empower staff to make the right decisions, and build positive political capital; and

WHEREAS, the State of Alaska Department of Transportation & Public Facilities (DOT&PF) is obligated by 23 CFR450.210(b) to have a documented process for consulting non-metropolitan local officials for both the Statewide Transportation Improvement Program (STIP) and the Statewide Transportation Plan (SLRTP).

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NOW, THEREFORE, BE IT RESOLVED, that the Matanuska-Susitna Borough Planning Commission hereby supports planning efforts to develop a regional transportation planning partnership program to ensure better communication and collaboration between the Alaska Department of Transportation and Public Facilities, the Borough and the Cities of Palmer, Wasilla and Houston.

ADOPTED by the Matanuska-Susitna Borough Planning Commission this ___ day of ___, 2016.

JOHN KLAPPERICH, Chair

ATTEST

MARY BRODIGAN, Planning Clerk

(SEAL)

YES:

NO:

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COMMISSION BUSINESS
Upcoming PC Agenda Items

(Page 99 - 106)

COMMISSION BUSINESS

MATANUSKA-SUSITNA BOROUGH**Planning and Land Use Department**

350 East Dahlia Avenue • Palmer, AK 99645

Phone (907) 861-7833 • Fax (907) 861-7876

Email: planning@matsugov.us**MEMORANDUM**

DATE: July 22, 2016

TO: Planning Commissioners

FROM: Eileen Probasco, Director of Planning and Land Use

SUBJECT: Items tentatively scheduled for future PC Meetings or Administrative Actions and Updates on PC items sent to the Assembly

August 15, 2016 (*MSB Assembly Chambers*)**Introduction for Public Hearing Quasi-Judicial**

- **Resolution 16-30**, a Conditional Use Permit (CUP) in accordance with MSB 17.67 – Tall Structures including Telecommunication Facilities, Wind Energy Conversion Systems, and Other Tall Structures, for a 180 foot tall telecommunication tower (NSL1), located at 23619 W. Parks Highway; MSB Tax ID # 18N04W11A001; within Township 18 North, Range 4 West, Section 11, Seward Meridian. Public Hearing: September 19, 2016. (*Staff: Mark Whisenhunt*)
- **Resolution 16-31**, a Conditional Use Permit (CUP) in accordance with MSB 17.67 – TALL Structures including Telecommunication Facilities, Wind Energy Conversion Systems, and Other Tall Structures, for a 180 foot tall telecommunication tower (DLY1), located at 41238 W. Parks Highway; MSB Tax ID # 20N04W06C003; within Township 20 North, Range 4 West, Section 6, Seward Meridian. Public Hearing: September 19, 2016. (*Staff: Mark Whisenhunt*)
- **Resolution 16-32**, a Conditional Use Permit (CUP) in accordance with MSB 17.67 – TALL Structures including Telecommunication Facilities, Wind Energy Conversion Systems, and Other Tall Structures, for a 180 foot tall telecommunication tower (KSH1), located at 15960 E. Kashwitna Road; MSB Tax ID # 23N04W29C006; within Township 23 North, Range 4 West, Section 29, Seward Meridian. Public Hearing: September 19, 2016. (*Staff: Mark Whisenhunt*)

Introduction for Public Hearing Legislative

- **Resolution 16-27**, recommending Assembly adoption of the FY 2018 – 2023 Capital Improvement Program. Public Hearing: September 19, 2016. (*Staff: Sara Jansen*)

Agency/Staff Reports*(None)***Land Use Classifications**

(None)

Public Hearing Quasi-Judicial

(None)

Public Hearing Legislative

- **Resolution 16-28**, recommending Assembly approval of an Interim Materials District (IMD) known as Denali Highway Mile 99, in accordance with MSB 17.28 – Interim Materials District, for the extraction of 500,000 cubic yards of earth material within a 69.91 acre parcel until the year 2060, located within Township 19 South, Range 2 West, Section 10 & 15, Fairbanks Meridian. (*Applicant: State of Alaska, Department of Transportation and Public Facilities, AKDOT&PF, Staff: Susan Lee*)

Unfinished Business

(None)

New Business

(None)

Commission Business

(None)

September 19, 2016 (MSB Assembly Chambers)**Introduction for Public Hearing Quasi-Judicial**

- **Resolution 16-29**, a request for a Conditional Use Permit in accordance with MSB 17.70, Regulation of Alcoholic Beverage Uses, for the expansion of the Knik Super Store Liquor package store, located at Lot 1, Settlers Bay Lodge Subdivision; 5721 S. Knik Goose Bay Road; within Township 17 North, Range 2 West, Section 34, Seward Meridian. Public Hearing: October 3, 2016. (*Staff: Susan Lee*)

Introduction for Public Hearing Legislative

(None)

Agency/Staff Reports

(None)

Land Use Classifications

(None)

Public Hearing Quasi-Judicial

- **Resolution 16-30**, a Conditional Use Permit (CUP) in accordance with MSB 17.67 – Tall Structures including Telecommunication Facilities, Wind Energy Conversion Systems, and Other Tall Structures, for a 180 foot tall telecommunication tower (NSL1), located at 23619 W. Parks Highway; MSB Tax ID # 18N04W11A001; within Township 18 North, Range 4 West, Section 11, Seward Meridian. (*Staff: Mark Whisenhunt*)

- **Resolution 16-31**, a Conditional Use Permit (CUP) in accordance with MSB 17.67 – TALL Structures including Telecommunication Facilities, Wind Energy Conversion Systems, and Other Tall Structures, for a 180 foot tall telecommunication tower (DLY1), located at 41238 W. Parks Highway; MSB Tax ID # 20N04W06C003; within Township 20 North, Range 4 West, Section 6, Seward Meridian. (*Staff: Mark Whisenhunt*)
- **Resolution 16-32**, a Conditional Use Permit (CUP) in accordance with MSB 17.67 – TALL Structures including Telecommunication Facilities, Wind Energy Conversion Systems, and Other Tall Structures, for a 180 foot tall telecommunication tower (KSH1), located at 15960 E. Kashwitna Road; MSB Tax ID # 23N04W29C006; within Township 23 North, Range 4 West, Section 29, Seward Meridian. (*Staff: Mark Whisenhunt*)

Public Hearing Legislative

- **Resolution 16-27**, recommending Assembly adoption of the FY 2018 – 2023 Capital Improvement Program. (*Staff: Sara Jansen*)

Unfinished Business

(None)

New Business

(None)

Commission Business

(None)

Upcoming PC Actions

Quasi-Judicial

- Central Monofill Services CUP remanded back to Planning Commission by Superior Court. (*Staff: Alex Strawn*)
- Victor Damyan junkyard CUP, 17N02W27B006. (*Staff: Susan Lee*)
- Rocky Lake Setback Variance. (*Applicant: Michael Solmonson, Staff: Mark Whisenhunt*)
- Earth Materials Extraction CUP, 18N02W27D009. (*Applicant: T&J Gravel, Staff: Susan Lee*)
- Tews Junkyard CUP, 17N03W09A019 and A007. (*Staff: Susan Lee*)
- Burnett Variance. (*Applicant: Stephen Spence, Staff: Susan Lee*)
- 907 Club CUP. (*Staff: Mark Whisenhunt*)
- MTA Tall Structure CUP, 25N04W19A006. (*Staff: TBD*)
- Long Beach Division 2 Variance. (*Staff: Susan Lee*)
- Forks Roadhouse Beverage Dispensary CUP. (*Staff: TBD*)

Legislative

- Title 17 Consolidation. (*Staff: Sara Jansen*)

Other Upcoming Administrative Actions (Not going to the PC)

- Nash/Chijuk Creek NRMU Timber Transportation Permit. (*Staff: Susan Lee*)
- Minnick Earth Materials Extraction Administrative Permit. (*Staff: Mark Whisenhunt*)
- Trapper Creek Bluegrass Festival August Special Event Permit. (*Staff: Susan Lee*)
- Psenak Earth Material Extraction Administrative Permit. (*Staff: Mark Whisenhunt*)

PC Decisions Currently Under Appeal

- Central Monofill Services Application for a CUP Remanded by to the Planning Commission by Superior Court. (*Staff: Alex Strawn*)

Updates/Presentations/Work Sessions

- Planning Commission Powers (*Staff: Alex Strawn, and Assistant Borough Attorney*)

Updates on PC items going to the Assembly (Pending)

Planning Commission		Assembly	
Reso		ORD/Reso #	IM
Resolution 16-05 , A resolution recommending Assembly adoption of the Seldon Road Extension Corridor Access Management Plan. (<i>Staff: Mike Campfield</i>)		ORD # 16-__	IM # 16-__
Actions:	01/08/16 – PC Introduction 02/01/16 – PC Public Hearing – Approved		

Planning Commission		Assembly	
Reso		ORD/Reso #	IM
Resolution 16-13 , a resolution recommending the Assembly adopt MSB 8.41, Marijuana Related Facility License Referrals. Referred to the Planning Commission by the Assembly on February 16, 2016, and due back by May 16, 2016. (<i>Staff: Alex Strawn</i>)		ORD # 16-021	IM # 16-027
Actions:	03/07/16 – PC Introduction 03/21/16 – PC Public Hearing – Approved 05/17/16 – Assembly Introduction 06/07/16 – Assembly Public Hearing – Postponed until 8/2/16 08/02/16 – Assembly Public Hearing		

Planning Commission		Assembly	
Reso		ORD/Reso #	IM
Resolution 16-19 , recommending Assembly adoption of an Ordinance establishing Riparian Buffer Standards on High Priority Salmon Streams. Referred by the Assembly to the PC on April 20, 2016, for 90 days. (<i>Staff: Frankie Barker</i>)		ORD # 16-__	IM # 16-__
Actions:	05/02/16 – PC Introduction 05/16/16 – PC Public Hearing – Failed 08/02/16 – Assembly Introduction		

Planning Commission		Assembly	
Reso		ORD/Reso #	IM
Resolution 16-21 , recommending Assembly approval of an Interim Materials District (IMD) at the MSB Central Landfill in accordance with MSB 17.28 – Interim Materials District, for the extraction of 3,120,000 cubic yards of earth material from 45 acres within a 120-acre area, located within Township 17 North, Range 1 East, Section 1, Tax Parcel D5 (17N01E01D005). (<i>Applicant: MSB Land Management, Staff: Mark Whisenhunt</i>)		ORD # 16-090	IM # 16-128
Actions:	05/02/16 – PC Introduction 05/16/16 – PC Public Hearing – Amended/Approved 06/21/16 – Assembly Introduction 08/02/16 – Assembly Public Hearing		

Planning Commission		Assembly	
Reso		ORD/Reso #	IM
Resolution 16-22 , recommending amendments to Assembly Ordinance 16-003, an Ordinance Amending MSB 17.60 to Include Permit Requirements and Standards for Marijuana Related Facilities. Referred by the Assembly to the PC on April 5, 2016, for 90 days. (Staff: Alex Strawn)		ORD # 16-003	IM # 16-__
Actions:	05/02/16 – PC Introduction 05/16/16 – PC Public Hearing – Continued to 06/06/16 06/06/16 – PC Public Hearing – Postponed to 06/20/16 06/20/16 – Amended/Approved		

Updates on PC items going to the Assembly (Complete)

Planning Commission		Assembly	
Reso		ORD/Reso #	IM
Resolution 16-17 , a resolution recommending Assembly adoption of the Louise Susitna Tyone Lakes Comprehensive Plan Update previously known as the Lake Louise Comprehensive Plan. Public Hearing continued from April 4, 2016. (Staff: Sara Jansen)		ORD # 16-081	IM # 16-120
Actions:	03/21/16 – PC Introduction 04/18/16 – PC Public Hearing – Approved 06/07/16 – Assembly Introduction 06/21/16 – Assembly Public Hearing - Approved		