

## **Appendix A: Relevant Past MSB Assembly Resolutions and Actions**

MSB Assembly Resolution Serial No. 07-139, Adopted December 11, 2007

*A resolution of the Matanuska-Susitna Borough Assembly regarding additional important social, economic, and environmental issues for consideration during the development of the Surface Transportation Board's (STB) Environmental Impact Statement of the Alaska Railroad Extension to Port MacKenzie.*

MSB Ordinance No. 05-011 (AM), Adopted February 1, 2005

*An ordinance of the Matanuska-Susitna Borough Assembly amending MSB 15.24.030, comprehensive plan and purposes, specifically to include the June 2003 Matanuska-Susitna Borough rail corridor study.*

MSB Planning Commission Action Memorandum No. 92-109, dated April 21, 1992

*The Port MacKenzie Access Corridor Study and the Planning Commission recommend combinations of Routes 4 and 5 [a route to Houston] as the rail route to the Port, as based on the Point MacKenzie Transportation Corridor Study conducted for the Matanuska-Susitna Borough by PND, Inc in March 1992.*

Sponsored by: Assemblymember Bettine  
Amended: 12/11/07  
Adopted: 12/11/07

**MATANUSKA-SUSITNA BOROUGH  
RESOLUTION SERIAL NO. 07-139 (AM)**

A RESOLUTION OF THE MATANUSKA-SUSITNA BOROUGH ASSEMBLY REGARDING ADDITIONAL IMPORTANT SOCIAL, ECONOMIC, AND ENVIRONMENTAL ISSUES FOR CONSIDERATION DURING THE DEVELOPMENT OF THE SURFACE TRANSPORTATION BOARD'S (STB) ENVIRONMENTAL IMPACT STATEMENT OF THE ALASKA RAILROAD EXTENSION TO PORT MACKENZIE.

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WHEREAS, the Alaska Railroad and the Matanuska-Susitna Borough are working cooperatively to study and construct a rail extension from the existing Alaska Railroad mainline to Port MacKenzie; and

WHEREAS, the work has been completed on the preliminary engineering and environmental analysis of the proposed rail corridors; and

WHEREAS, preliminary meetings and open houses have taken place to inform the public of the proposed rail line extension and to obtain comments; and

WHEREAS, the Assembly of the Matanuska-Susitna Borough has had limited time to consider the preliminary public and agency comments received to date as well as the results of the preliminary engineering and environmental analysis; and

WHEREAS, the Assembly of the Matanuska-Susitna Borough has conducted a work session on the proposed project to become more fully informed of the engineering and environmental issues related to the proposed project.


NOW, THEREFORE, BE IT RESOLVED, that the Matanuska-Susitna Borough believes the results of the preliminary reports and agency

comments are incomplete and should be studied and reviewed during the Surface Transportation Board (STB) process to a fuller extent; and

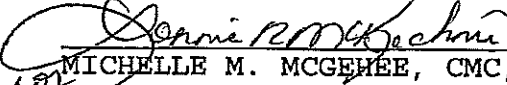
BE IT FURTHER RESOLVED, that the Matanuska-Susitna Borough Assembly requests that the following social, economic, engineering, and environmental issues be more fully explored during the STB's environmental impact statement process. These issues being:

- The potential effects of the Castle Mountain fault, and other faults, on the proposed rail line.
- The potential effects of the rail line on drainage, particularly the drainage associated with the Big Lake watershed and Little Susitna River.
- The potential effects of future population growth, through the year 2025, on the proposed corridors and rail use along the proposed corridors for the communities of Willow, Houston, Knik-Goose Bay, Point MacKenzie, Big Lake Community Council area, and the Borough as a whole.
- The potential effects of future road and trail construction, through the year 2025, on the proposed corridors.
- The potential effects of noise and vibration generated by rail use along the proposed corridors on existing and future development.
- The potential effects of rail line use, along any of the proposed corridors, on future community development, with special attention to residential housing, commercial development, and other economic opportunities.
- The potential effects of the rail line on agriculture, recreation, and fish and wildlife along the proposed corridors.
- Preparation of future population estimates for both 20 year and 40 year time horizons and review of related impacts.

ADOPTED by the Matanuska-Susitna Borough Assembly this 11 day  
of December, 2007.

  
CURTIS D. MENARD, Borough Mayor

ATTEST:

  
MICHELLE M. MCGEEHEE, CMC, Borough Clerk  
*for*  
(SEAL)

PASSED UNANIMOUSLY: Woods, Houston, Church, Kvalheim, Bettine, and  
Wells

CODE ORDINANCE

By: Borough Manager  
Introduced: 01/04/05  
Public Hearing: 01/18/05  
Public Hearing Continued to 02/01/05: 01/18/05  
Public Hearing: 02/01/05  
Amended: 02/01/05  
Adopted: 02/01/05

**MATANUSKA-SUSITNA BOROUGH  
ORDINANCE SERIAL NO. 05-011 (AM)**

AN ORDINANCE OF THE MATANUSKA-SUSITNA BOROUGH ASSEMBLY AMENDING MSB 15.24.030, COMPREHENSIVE PLAN AND PURPOSES, SPECIFICALLY TO INCLUDE THE JUNE 2003 MATANUSKA-SUSITNA BOROUGH RAIL CORRIDOR STUDY.

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WHEREAS, the Transportation Advisory Board Resolution Serial No. 04-08, adopted November 17, 2004, recommends the inclusion of the June 2003 Matanuska-Susitna Borough Rail Corridor Study in the overall Matanuska-Susitna Borough Comprehensive Plan; and

WHEREAS, the Planning Commission Resolution Serial No. 04-06 adopted December 6, 2004, recommends the inclusion of the June 2003 Matanuska-Susitna Borough Rail Corridor Study in the overall Matanuska-Susitna Borough Comprehensive Plan.

BE IT ENACTED:

Section 1. Classification. Section 2 and 4 of this ordinance are non-code. Section 3 of this ordinance is of a general and permanent nature and shall become a part of the Borough code.

Section 2. Amendment of the Matanuska-Susitna Borough Rail Corridor Study, June 2003. At the February 1, 2005, the Assembly amended map C9, sheet 11 of the June 2003 Matanuska-Susitna Borough Rail Corridor Study, to move Corridor 3 one-quarter mile to the east.

Section 3. Amendment of section. MSB 15.24.030 is hereby amended to read as follows:

**(G) The Matanuska-Susitna Borough Rail Corridor Study, June 2003 has been adopted by the commission and assembly (adopted by the assembly as amended) as part of the overall Matanuska-Susitna Borough Comprehensive Plan.**

Section 3. Effective date. This ordinance shall take effect upon adoption by the Matanuska-Susitna Borough Assembly.

ADOPTED by the Matanuska-Susitna Borough Assembly this 1 day of February, 2005.

**/S/**

\_\_\_\_\_  
TIMOTHY L. ANDERSON, Borough Mayor

ATTEST:

**/S/**

\_\_\_\_\_  
MICHELLE M. MCGEHEE, CMC, Borough Clerk

(SEAL)

PASSED UNANIMOUSLY: Woods, Allen, Colberg, Kvalheim, Simpson,  
Colver, and Vehrs

BOROUGH ASSEMBLY DOCUMENT  
CONTROL & AM/IM FORM

APPROVED AS AMENDED

\* (See amendment  
of the Borough  
7/15/92)

MATANUSKA-SUSITNA BOROUGH  
350 EAST DAHLIA AVENUE  
PALMER, ALASKA 99573-1000  
NO. AM 92-109

FOR AGENDA OF: April 21, 1992

SUBJECT: Port MacKenzie Transportation Corridor Study

ATTACHMENTS: Final Draft Transportation Corridor Study (partial copy)  
Planning Commission Resolution Serial No. 92-14 and Map

ROUTE TO:	DEPT/COMMITTEE/INDIVIDUAL	INITIALS	REMARKS
1	(Please review & return to originator) George Scanor	<i>GS</i>	
2	Public Works Director	<i>Bl...</i>	
3	Finance Director	<i>FD</i>	
	Attorney		
4	Manager	<i>MS</i>	
	Mayor	<i>GM</i>	
2A	Planning Director	<i>PD</i>	

SUMMARY STATEMENT:

The Matanuska-Susitna Borough contracted with Peratrovich, Nottingham & Drage to conduct a Transportation Corridor Study from Port MacKenzie to the existing Parks Highway and the Alaska Railroad. Drafts of the Study have been completed, and public meetings have been held at Houston, Big Lake, Cottonwood, Willow, and in Anchorage. Additionally, the routes they have recommended have been presented to the Matanuska-Susitna Borough Planning Commission for their review and recommendation. These comments in the form of Planning Commission Resolution Serial No. 92-14 are included.

The consultants received the previous corridor studies as well as considered new corridors based upon topography, etc. Based on their analysis of previous work and new corridors, the consultants recommend that corridor #5 be selected as a railroad corridor and that corridors #3, #8, and #10 be selected as long, mid, and short term road corridors.

The Borough Planning Commission received the consultants report and modified the railroad corridor to include corridor #4. The road corridors were accepted by the Commission as recommended. The Department of Public Works concurs with the Planning Commission's recommendation.

(Continued)

RECOMMENDED ACTION:

Approve corridors #4 and #5 as rail corridors and corridors #3, #8, and #10 as long term, mid term, and short term respectively, road corridors connecting the Alaska Railroad mainline and the Parks Highway with the Point MacKenzie Port.

Approved:

*Donald L. Moore*  
Donald L. Moore  
Borough Manager

\*Approved corridor #4a as the rail corridor and #3 as long term, #8 as mid term and #10 as short term road corridors connecting the Alaska Railroad mainline and the  
Page 1 of 2 Parks Highway with the Point MacKenzie Port.  
No. AM 92-109  
PWNT/TRANS 6

AM 92-109

Port MacKenzie Transportation Corridor Study

Continued

It is necessary to identify corridors now for several reasons. The next phase of port selection required detailed topographic, soils, land with ownership analysis; it is too expensive to obtain this information for more than the number of corridors presently recommended. Secondly, land users and owners need to know which corridors will be recommended so that they may plan their actions accordingly. For example, in order for the Planning Department to move forward with land disposal in the area, it must know where the corridors are so that it does not inadvertently dispose of the wrong property. In addition, in order to obtain State and Federal funding, corridors with detailed information must be available. Finally, should the port feasibility study be completed with a favorable recommendation it will be necessary to move forward with the transportation links as quickly as possible.

The corridors shown are strictly conceptual at this time. An exact route could shift as much as several hundred feet from where currently shown due to engineering design necessities or other currently unknown influences. Final engineering criteria will not be known until the actual design is underway.

The next required step in the design process will be aerial photogrammetry that will ultimately be used to establish contours for the final design process.



BOROUGH ASSEMBLY DOCUMENT  
CONTROL & AM/IM FORM

*Presented*  
*4/21/92*  
*H. Kohl*  
Matanuska-Susitna Borough  
350 East Dahlia Avenue  
Palmer, Alaska 99645-6488

For Agenda of: April 21, 1992

No. IM 92-014

SUBJECT: Port MacKenzie Railroad Route Photography

ATTACHMENT(S): Fiscal Note: Yes \_\_\_ No X

Route to:	Dept/Committee/Individual	Initials	Remarks
1	: Originator G. Strother Ext.810	<i>MS</i>	
2	: Public Works Director	<i>P-20</i>	
	: Clerk		
	: Assistant to the Manager		
	: Attorney		
	: Finance Director		
	: Planning Director		
	: Assessor		
cc	: Mayor	<i>MS</i>	

SUMMARY STATEMENT: The Port MacKenzie Access Corridor Study and the Planning Commission recommend combinations of Routes 4 & 5 as the rail route to the Port. To help speed any design, staff recommended to the Port Commission that controlled aerial photography be taken during the first two weeks of May (after snow melt, prior to leaves on the trees). The photography control panels survey and the design topographic maps can be done later. The cost for this first work is estimated at over \$20,000. The surveyor's contract for setting the panels is estimated at over \$15,000 and proposals are due Wednesday, April 22, 1992 at 2:00 pm.

RECOMMENDED ACTION: Due to the critical window of opportunity for aerial photography, and not to delay any port railroad design until Fall, 1992 or Spring, 1993 photography, the Manager intends to award these contracts so as not to delay any design work.

APPROVED BY:

*D. Leonard Moore*  
Donald L. Moore, Borough Manager

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Number: IM 92-014

form 100

# POINT MACKENZIE TRANSPORTATION CORRIDOR STUDY



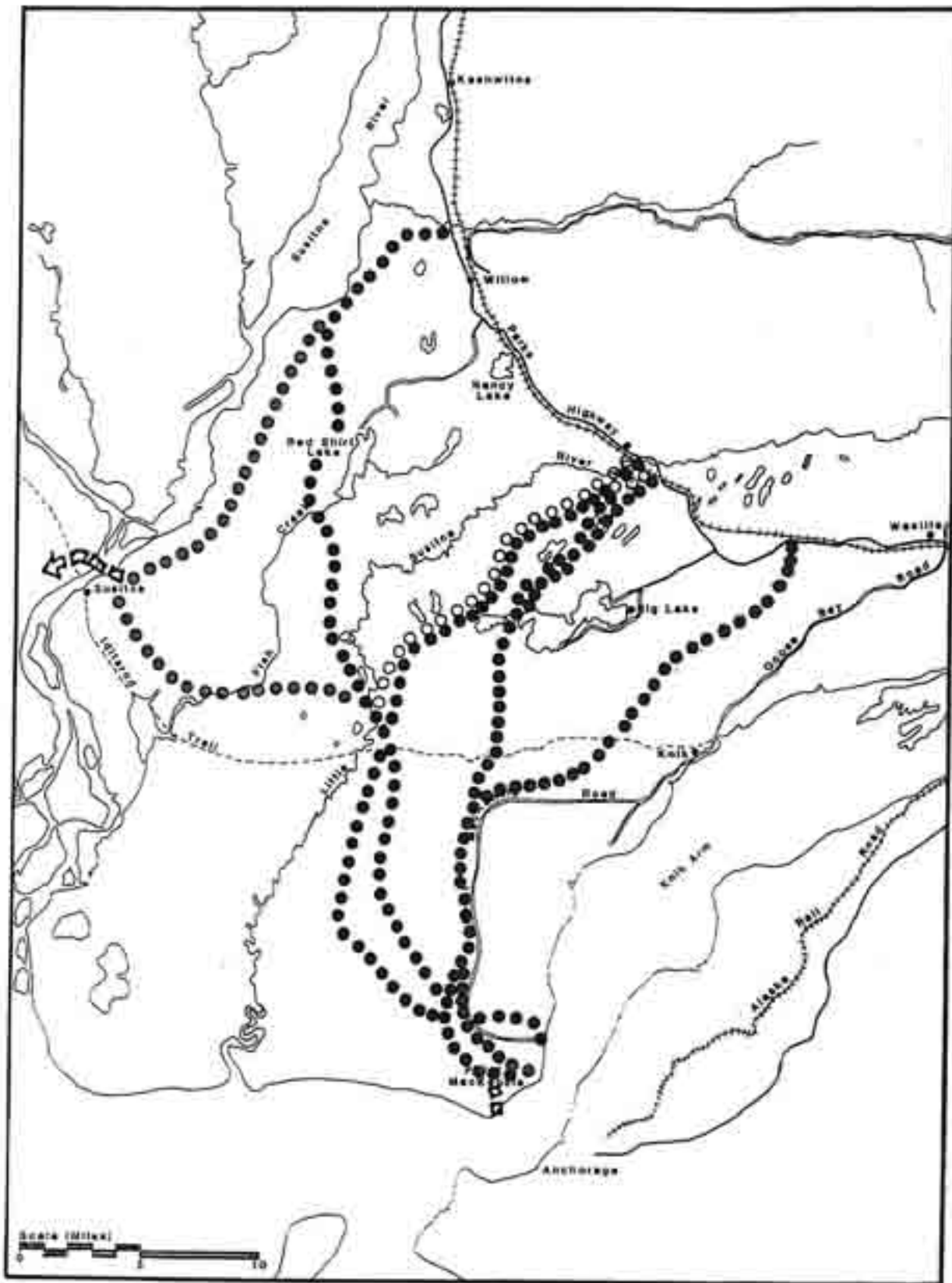
Prepared for:

*Matanuska-Susitna Borough*  
350 East Dahlia  
Palmer, Alaska 99645

Prepared by:

*Peratovich, Nottingham & Drage, Inc.*  
1506 West 36th Avenue  
Anchorage, Alaska 99503

March 2, 1992

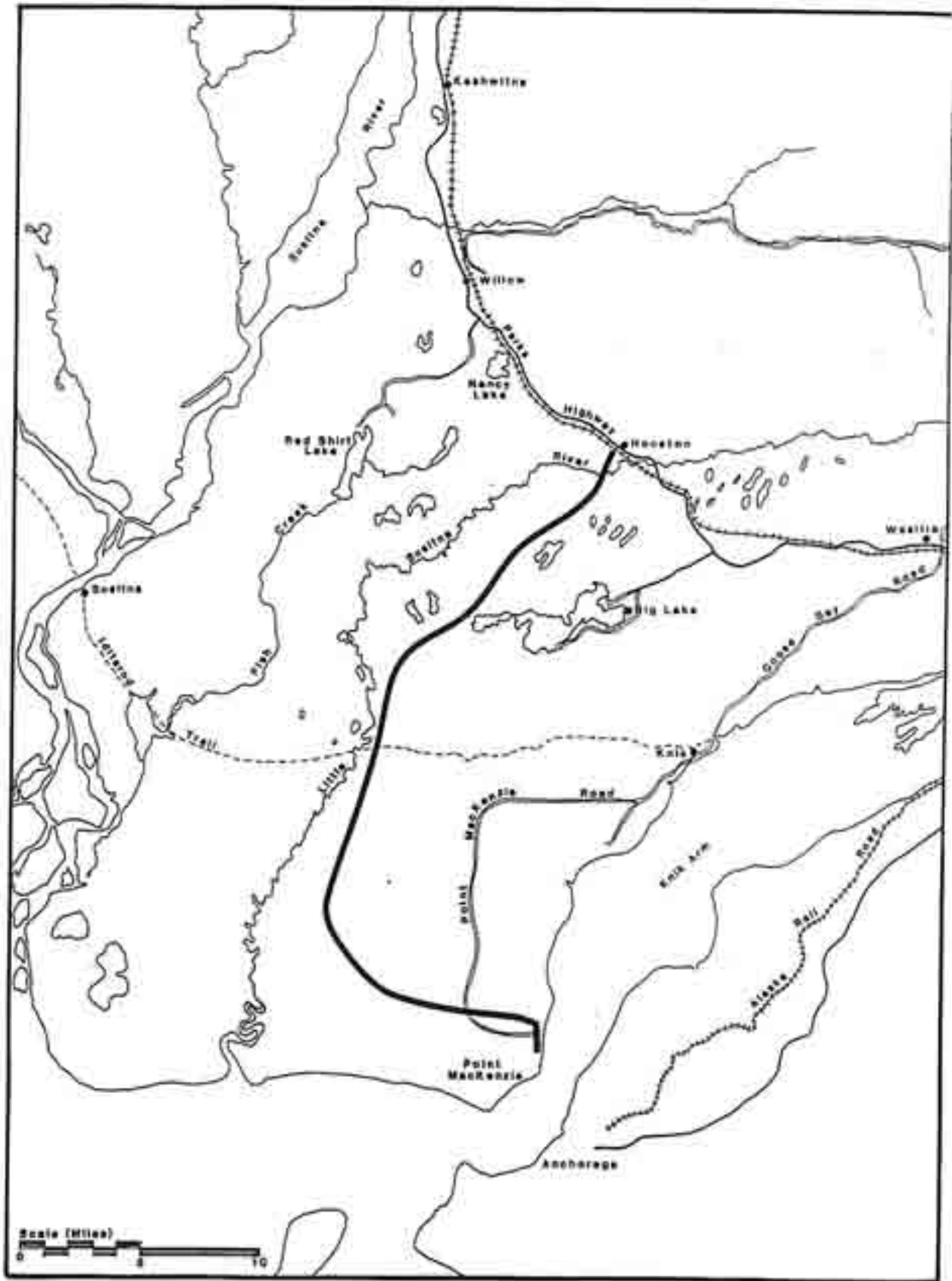


**RAILROAD ROUTES:**

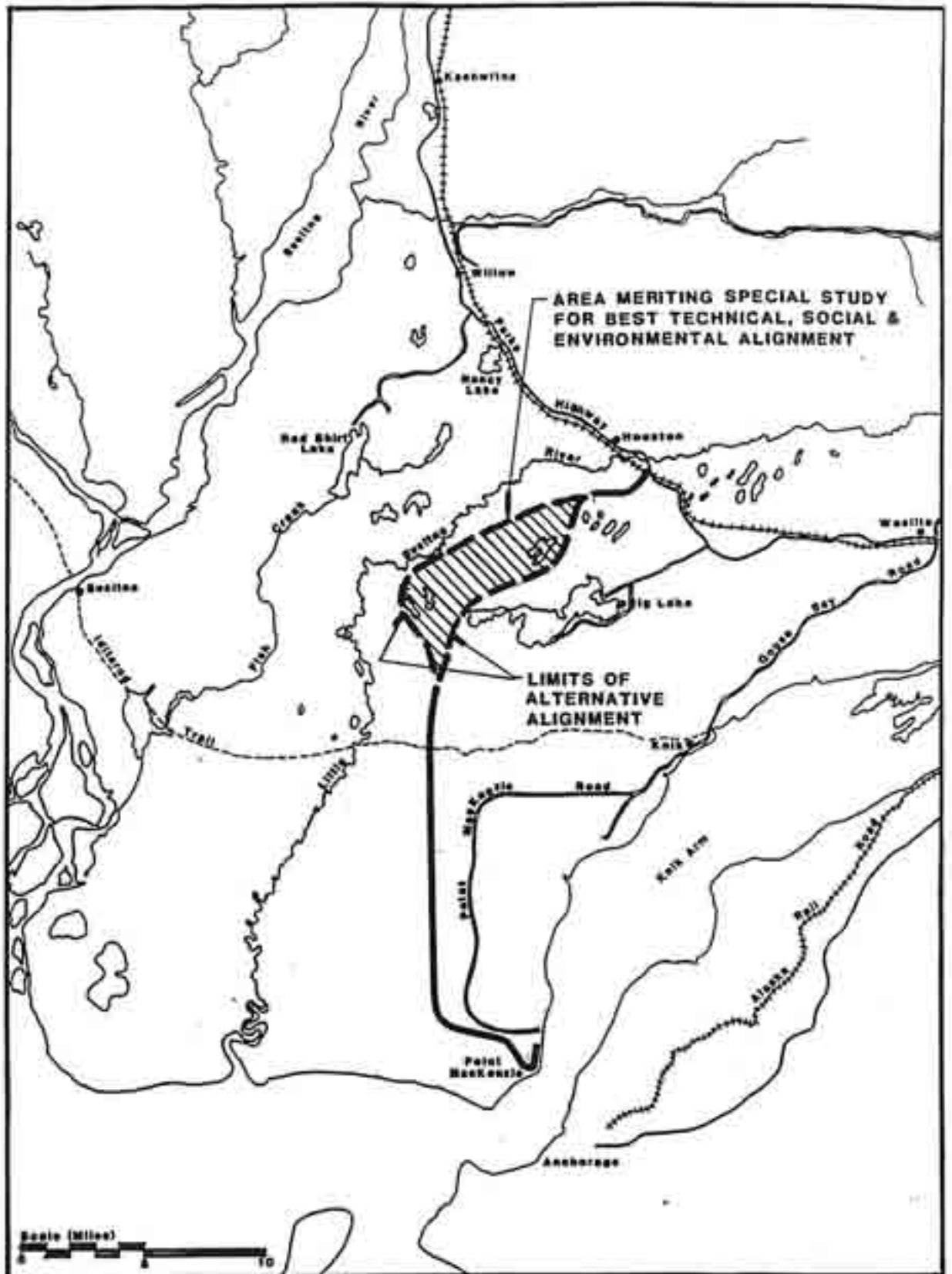
- CNRMSE "HOUSTON R.O.W." (72); ALSO HOUSTON COMPREHENSIVE TRANSPORTATION PLAN (21)
- BORNHOFF "1" (82)
- BORNHOFF "2" (82)
- BORNHOFF "2A" (82); ALSO "CHUTHA" PORTION MSH COMPREHENSIVE TRANSPORTATION PLAN (34)
- BORNHOFF "3B" (82)
- MSH "POINT MACKENZIE STUDY" (79)
- YSI "HOUSTON CORRIDOR" (80)

**PREVIOUS RAILROAD  
ROUTE STUDIES**

**FIGURE 13**



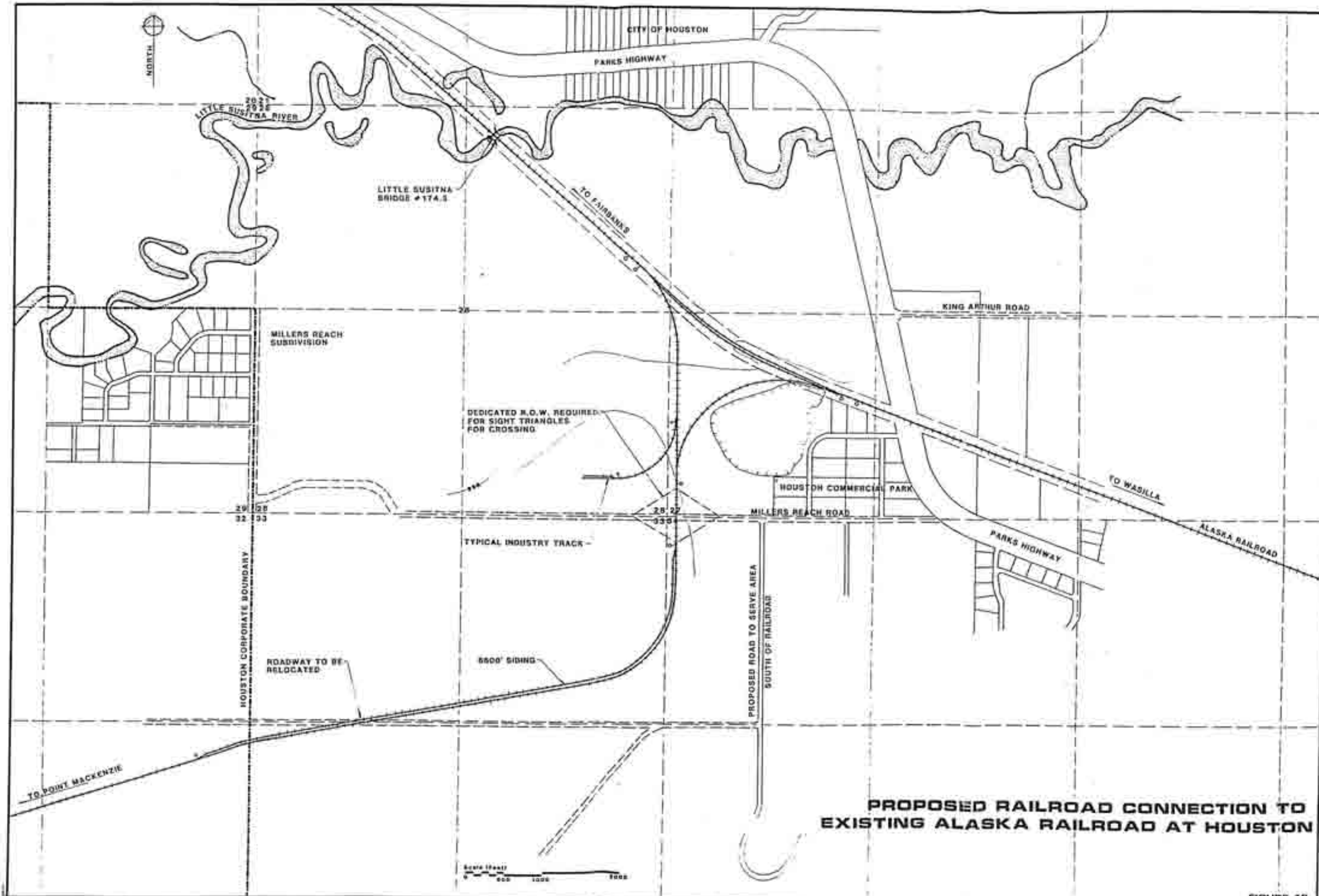
**1992 TRANSPORTATION CORRIDOR 4  
(36.0 MILES)**



**1992 TRANSPORTATION CORRIDOR 5  
(31.5 MILES ±)**

**FIGURE B-5**

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**PROPOSED RAILROAD CONNECTION TO EXISTING ALASKA RAILROAD AT HOUSTON**