

SCR

20

COMMITTEE REPORT

HOUSE

FURTHER:

April 3, 1979

Date: 4-12-79

Mr. Speaker:

The Committee on STATE AFFAIRS has had CSSCR 20

Relating to the construction of a road from Goose Bay to Point MacKenzie.

under consideration and (a majority of the committee) (the committee) reports it back with the following recommendations:

- do pass do not pass
- do pass with attached amendments(s)
- replace with CS for _____ same title
 new title
- and recommends _____
- AND attaches a "Letter of Intent" New Fiscal Note
- reports it back without recommendation
- referred to the Finance Committee

**MEMBERS SIGNING
DO PASS**

[Signature]

[Signature]

**MEMBERS HAVING
OTHER RECOMMENDATIONS:**

[Signature]
CHAIRMAN

INTRODUCTION

As a site for Alaskan industrial development, Point MacKenzie offers some substantial advantages. The Matanuska-Susitna Borough is growing rapidly, and its administrators and residents show an exceptional willingness to support large-scale industrial development.

The Borough is prepared to supply significant financial incentives to industrial developers. Low tax base land is available and low-interest financial assistance can be provided on short notice through the Borough's Power of Ports and other means. Planning and design efforts are now underway for extension of a road to the Point MacKenzie area, and long-term electrical power will be available on site due to hydroelectric projects planned for the Susitna River. Further, the Borough is in the process of preparing a comprehensive land-use planning document to assure compatibility of industrial development at the site with existing and future uses. The Point MacKenzie site is located about 50 road miles and less than 15 air miles from the major metropolitan city of Anchorage. This close proximity to the population center of the state provides additional economic advantages. Transportation costs are minimized, and all services and suppliers are readily accessible.

The location, together with the current trend toward development of attractive residential subdivisions in the area, enhances the overall desirability of the Matanuska-Susitna Borough as a location in which to settle. Residential settings offer full utilities and community services, as well as excellent access to recreational and cultural opportunities.

Physical features of the Point MacKenzie location, including climatic, geologic, and marine characteristics provide a site suitable for port development and large-scale industry. The following text describes in greater detail the character of the Point MacKenzie area and its natural and economic features.

For additional information regarding industrial development in the Matanuska-Susitna Borough, please contact the Borough offices in Palmer, Alaska. A list of contacts has been provided on page 26 for your convenience.

Land Access

Existing highway, as well as railroad access to the Point MacKenzie area is good, and site specific access needs can be met within one construction season. Land access to the Point MacKenzie area is gained through utilization of the existing Goose Bay Road, which is a high-quality paved road extending from Wasilla to a point about 0.8 miles north of an airstrip shown on Figure 1.

Several alternatives exist for funding the extension of the road system to a given site in the Point MacKenzie area. These consist of: 1) providing a secondary road under the provisions for "pioneer access roads" approved by the Borough and the State, 2) seeking cooperative state/federal funding for design and construction of a secondary road, or 3) the Borough can provide a secondary road extending to the port area. Planning and design work for the road extension project is currently under contract with construction of a road due to be completed by the Borough in 1979. The third alternative, above, represents the most economic and expeditious means of supporting immediate access needs for construction of industrial facilities. This road can be upgraded at any time in the future. It is anticipated that the required type of road access can be provided within a given specified time insuring that industrial developers can achieve timely initiation of their projects.

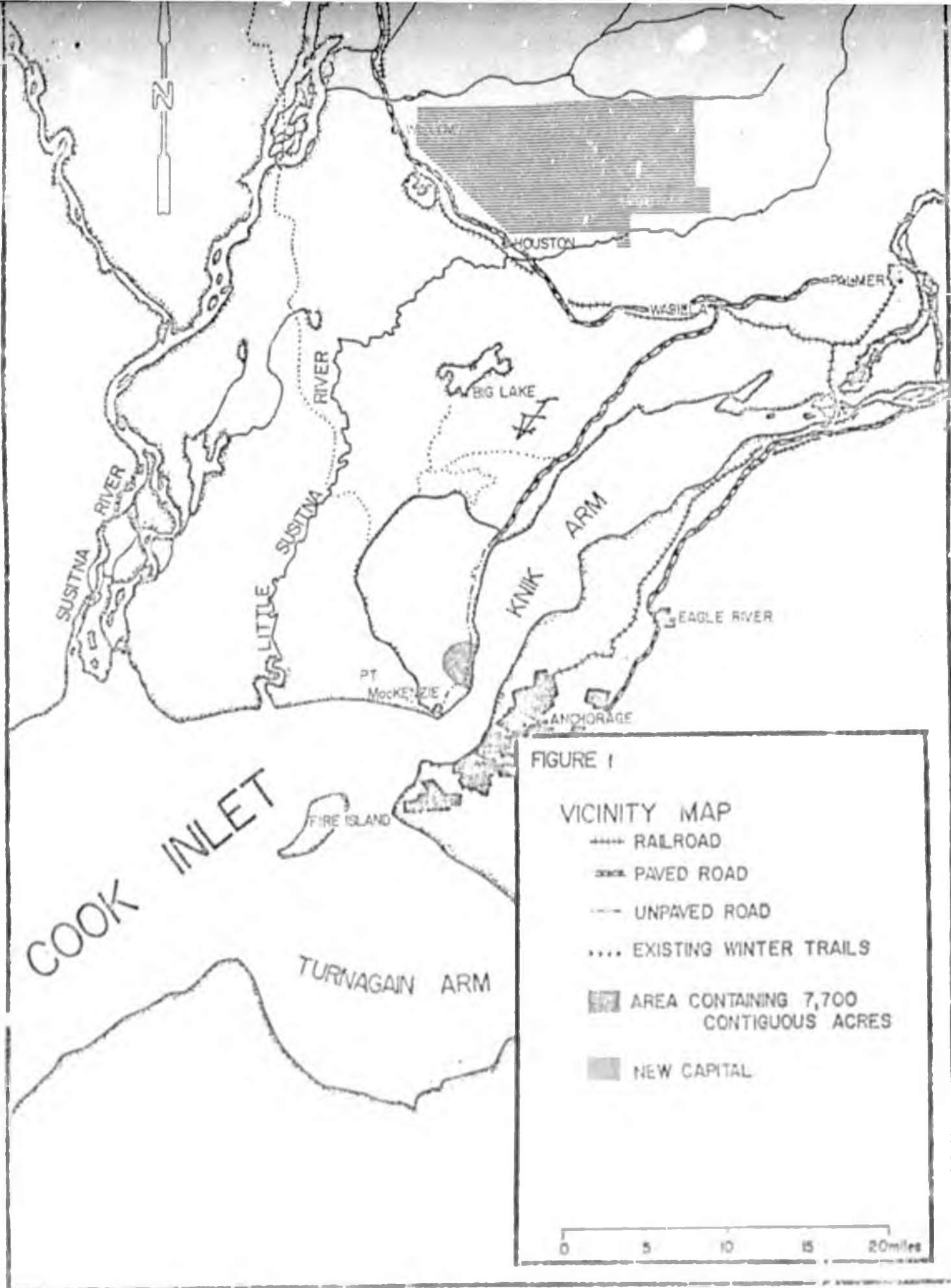


FIGURE 1

VICINITY MAP

- ++++ RAILROAD
- PAVED ROAD
- - - UNPAVED ROAD
- EXISTING WINTER TRAILS
- ▨ AREA CONTAINING 7,700 CONTIGUOUS ACRES
- NEW CAPITAL

0 5 10 15 20 miles

THE LEGISLATURE OF THE STATE OF ALASKA
ELEVENTH LEGISLATURE

FISCAL NOTE

wrong

I. REQUEST
 Bill/Resolution No. CS SCR 20
 Title Goose Bay to Point Mac Kenzie Road
 Requested by Kerttula Date 3/30/79

II. FISCAL DETAIL
 Agency Affected DOT/PF
 Program Category Affected Design & Construction
 Budget Request Unit(s) Affected Highway Design & Construction

EXPENDITURES (Thousands of Dollars)

	FY 79	FY 80	FY 81	FY 82	FY 83	FY 84
100 PERSONAL SERVICES		20				
200 TRAVEL		5				
300 CONTRACTUAL		1450				
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
TOTAL						

FUNDING (Thousands of Dollars)

GENERAL FUND		1475				
FEDERAL FUNDS						
OTHER (Specify)						

POSITIONS

FULL TIME						
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)

The above funds would be sufficient for the design only of this project. Total cost of the project would be \$9,070,000 as indicated in the fiscal note for SB 230.

IV. DATE 4/9/79 PREPARED BY Harry Keller
 AGENCY DOT/PF
 PHONE 364-2121
 Original: Legislative Finance
 cc: Budget and Management
 Prime Sponsor (First Legislator Named)