

# *Growth and Economic Development in the Matanuska-Susitna Borough*



# Topics

- Where we've been



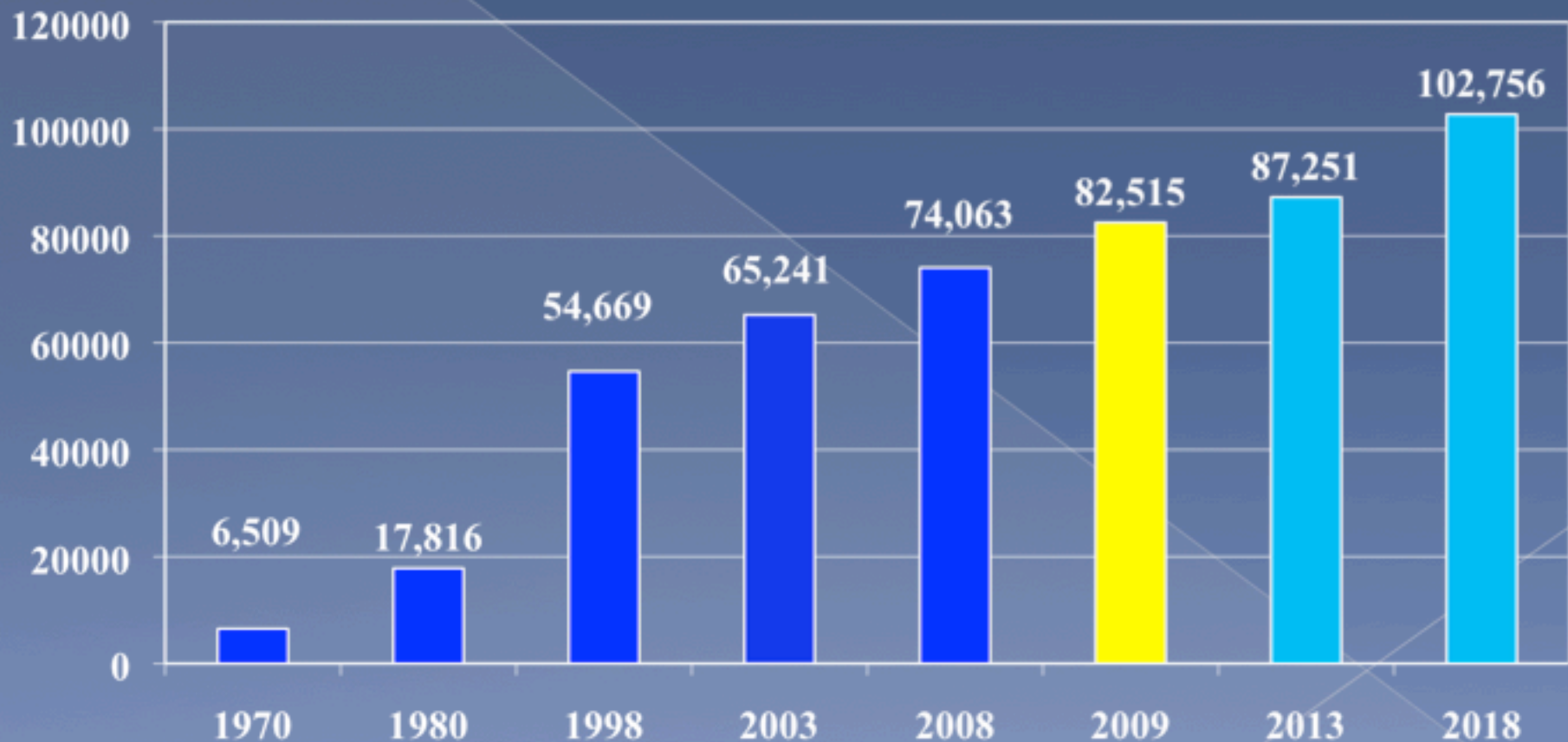
- Where we are



- Where we going



# Trends-Population Forecasts

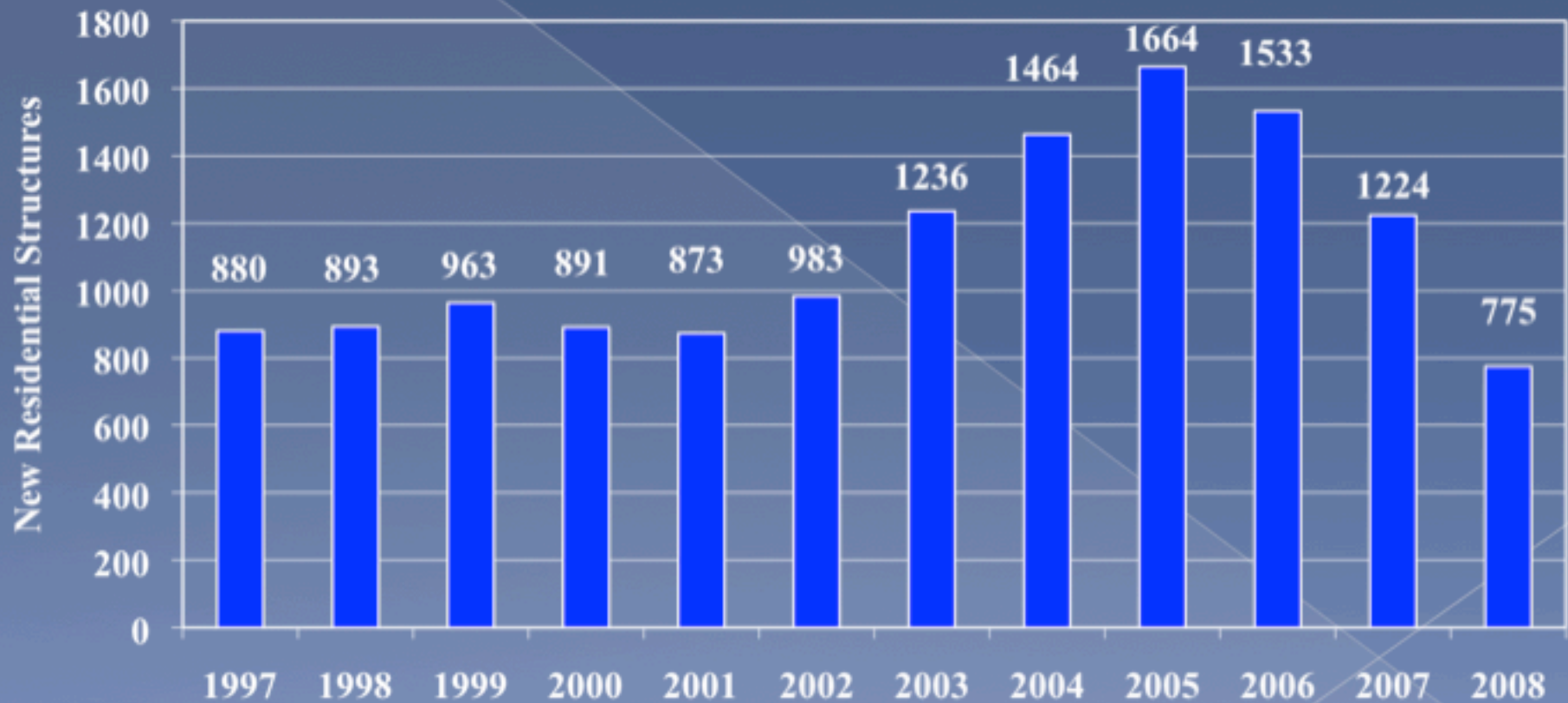


Note: 2009 is the actual population estimate.



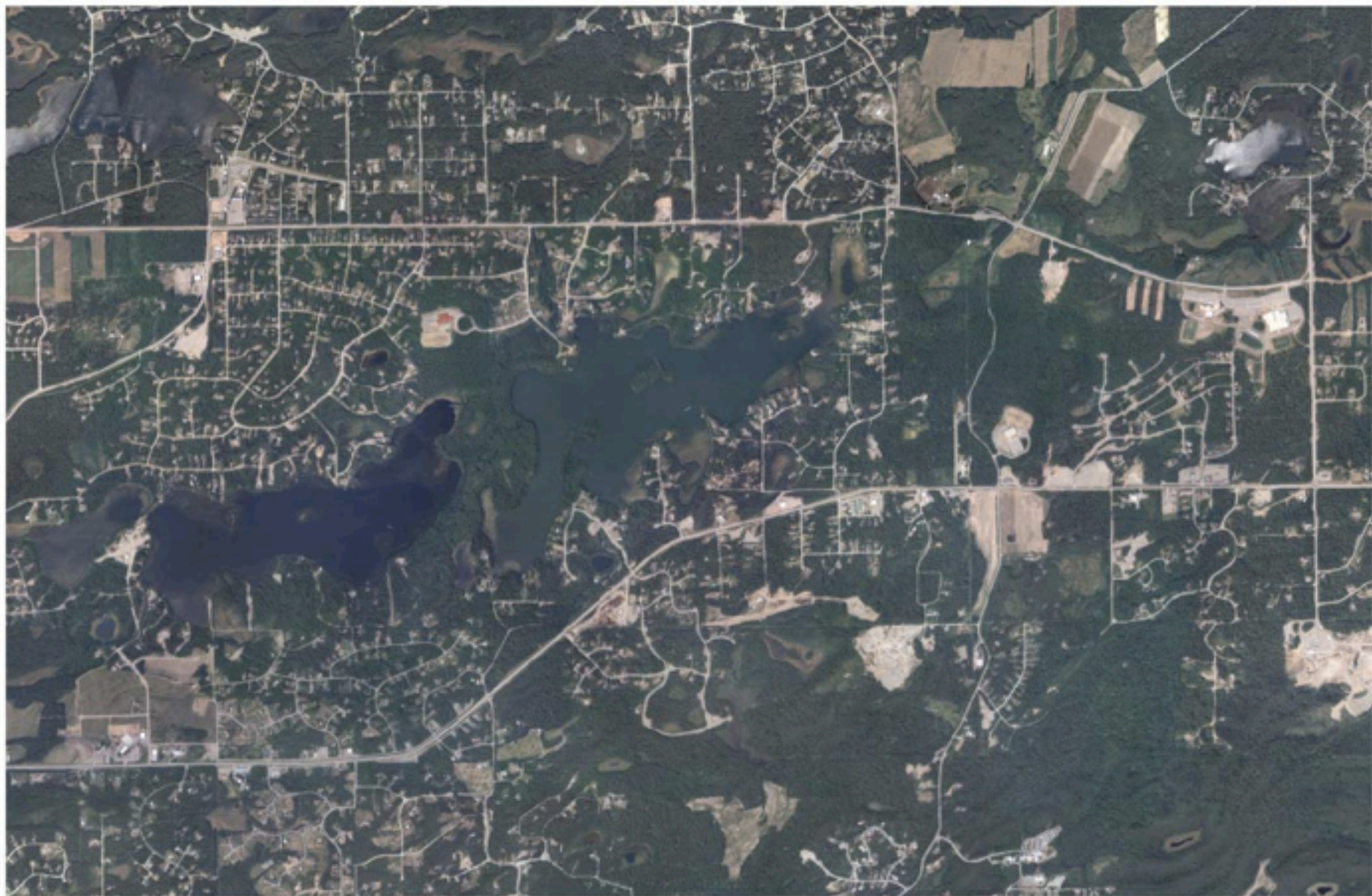
# Trends

## New Residential Construction





1996



0 0.25 0.5 1 Miles



2004



0 0.25 0.5 1 Miles



1996



2004





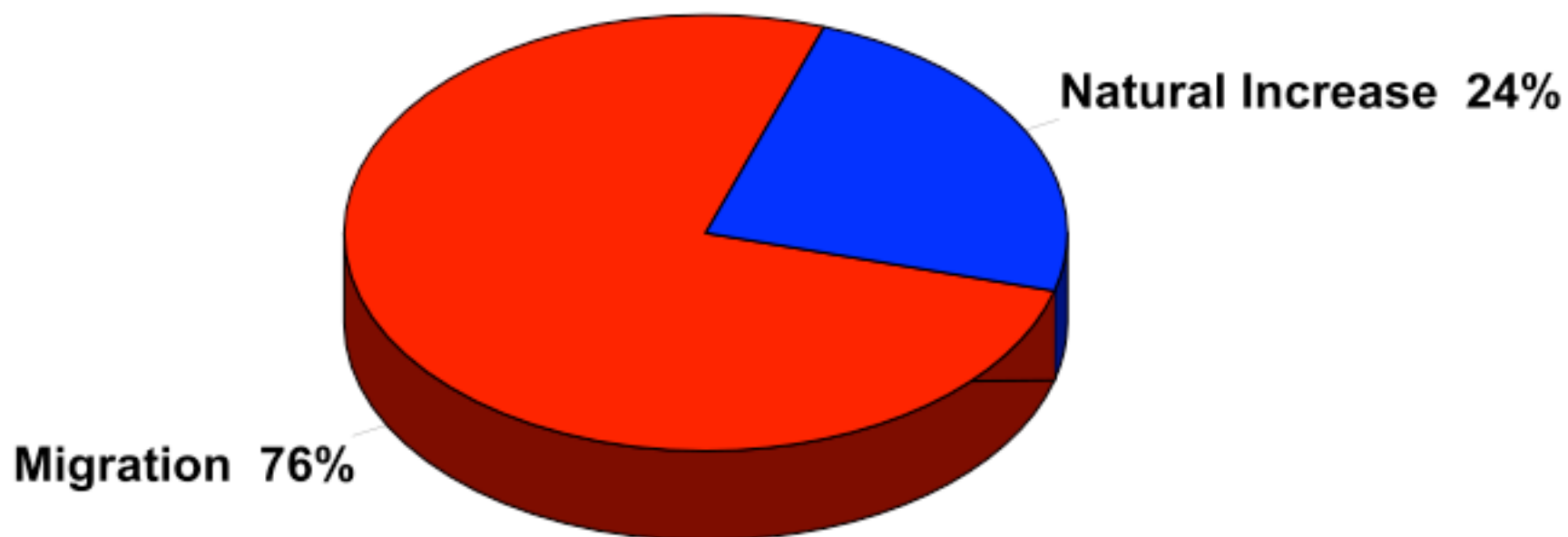
1996



2004

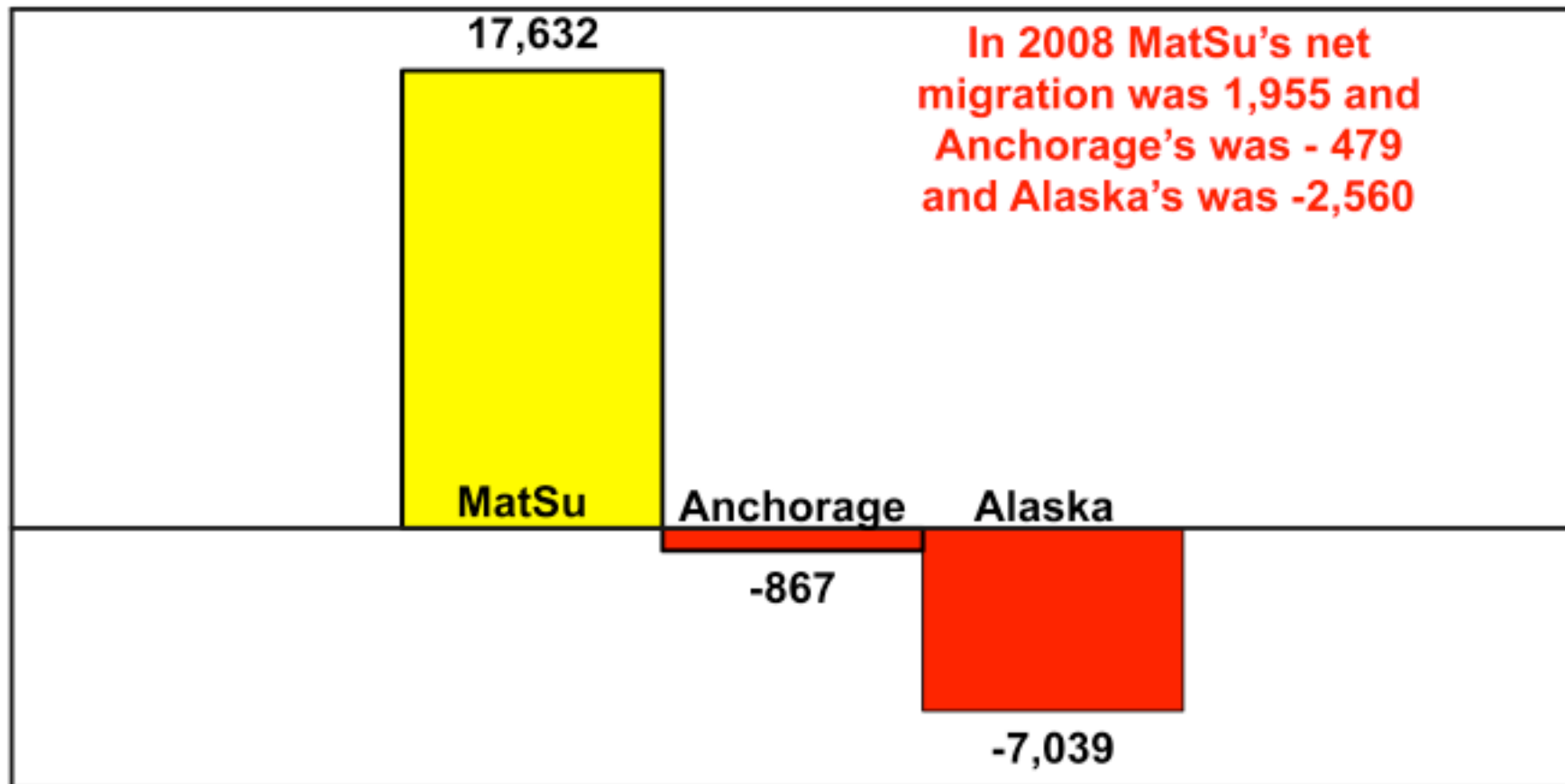


# How The Valley's Population Grew Between 2000 And 2008



# Interesting

net migration



2000-2008



# The Valley's School Enrollment Story Is Very Different

School enrollment 2001-2009

MatSu Borough

27%

Anchorage

-3%

Alaska

-4%

Fairbanks

-10%

Juneau

-10%

The Valley is home to the  
second largest school  
district-16,481

# Average Home Value



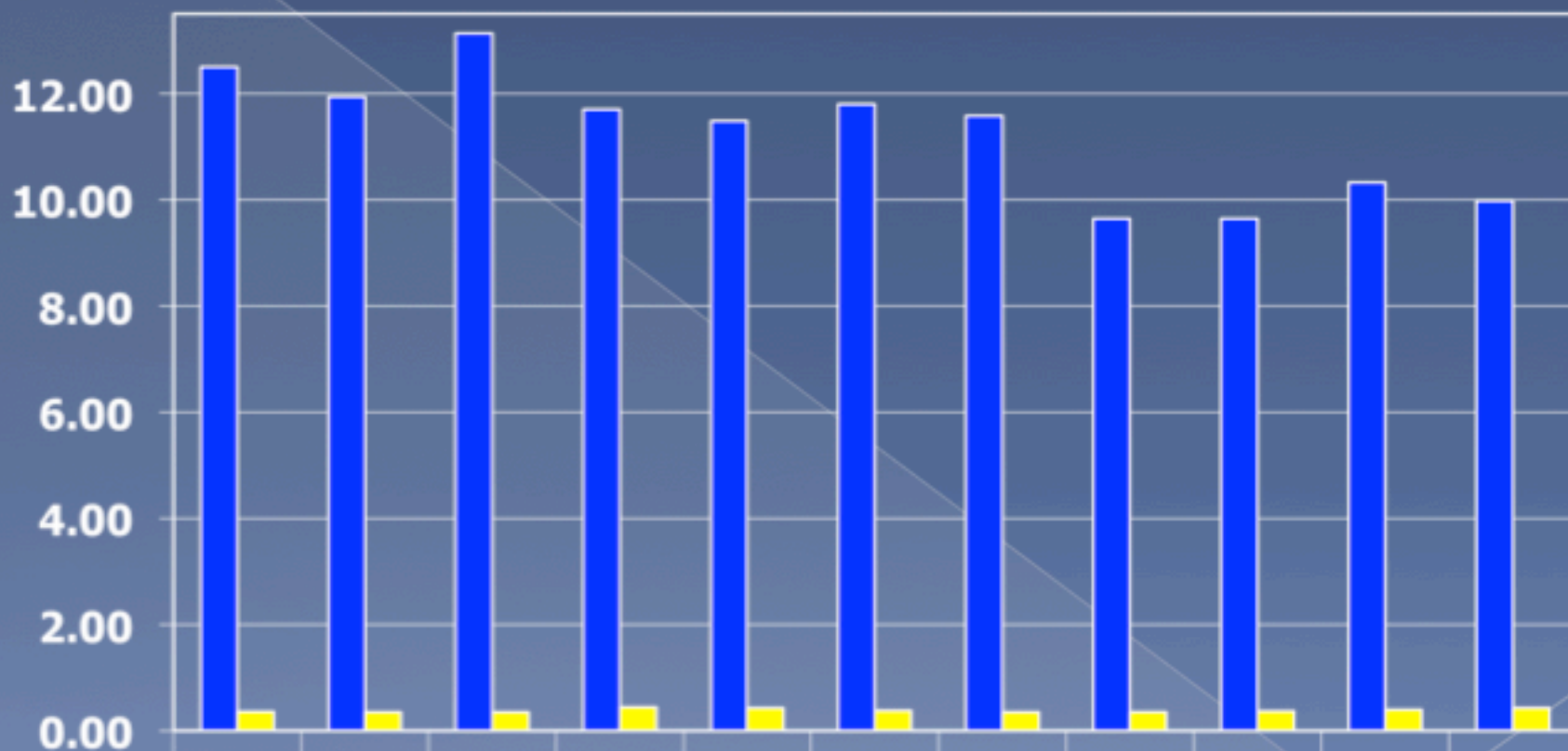
Note: The Average home value in 2009 is \$209,537.

# Employee to Resident Ratio

Organization	Employee to Resident Ratio
State of Alaska	1 per 45 residents
Municipality of Anchorage	1 per 130 residents
Kenai Peninsula Borough	1 per 191 residents
Fairbanks North Star Borough	1 per 242 residents
Matanuska-Susitna Borough	1 per 310 residents



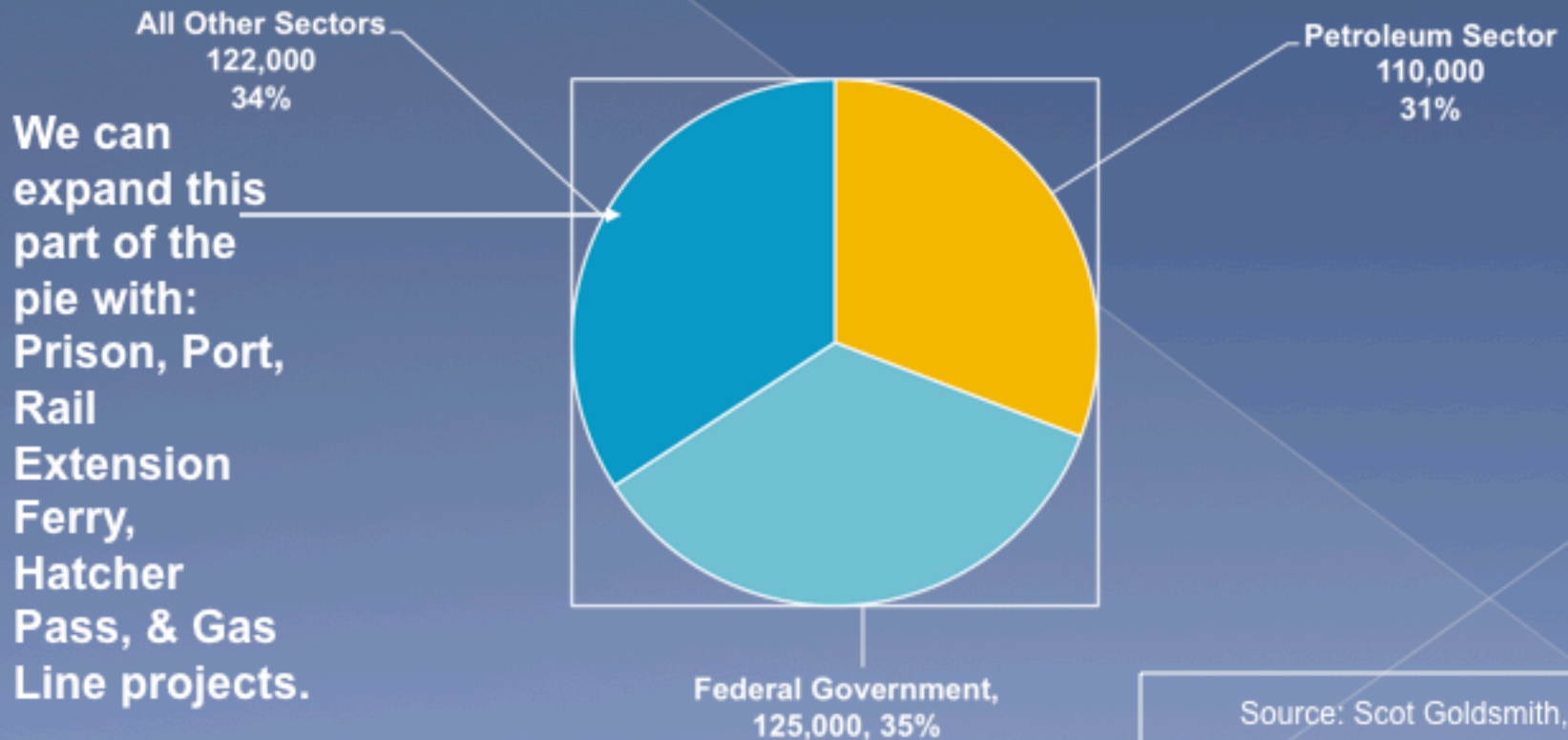
# Mill Levies



■ Areawide	12.50	11.94	13.13	11.70	11.48	11.80	11.58	9.644	9.644	10.326	9.980
■ Non-areawide	0.36	0.35	0.35	0.44	0.43	0.38	0.35	0.351	0.37	0.396	0.429

# The Need for Economic Diversification

## Annual Average Number of Alaskan Jobs







WILLOW

WASILLA

PALMER

BIG LAKE

EAGLE RIVER

ROAD AND RAIL CORRIDORS

ANCHORAGE

— proposed project  
— road network

© 2005

Google

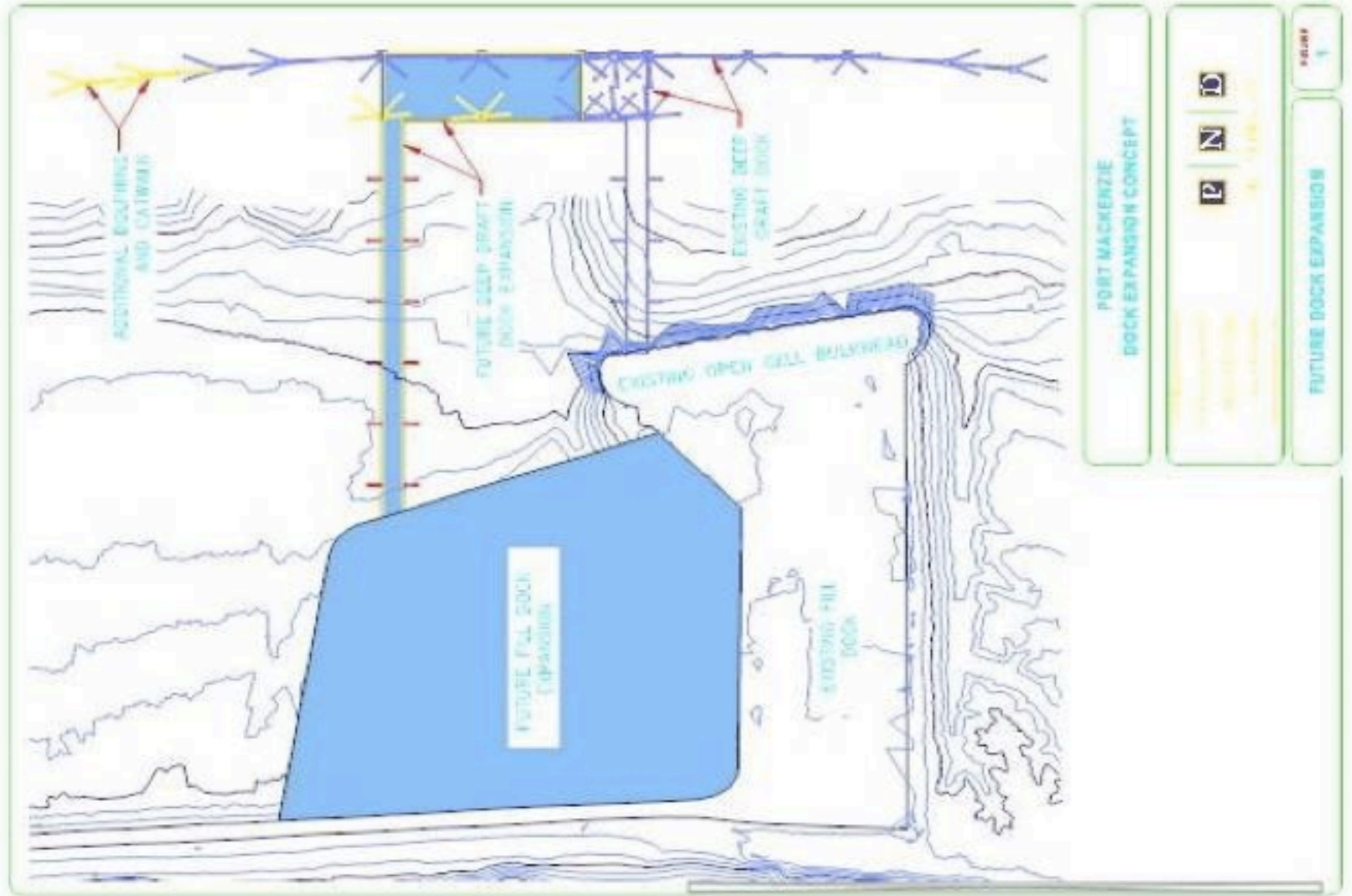


# Year 'round Capabilities



*Courtesy of  
Ted Bell  
February 2005*

# Future Expansion of Deep-Draft Dock





# Corridors Under Consideration in EIS

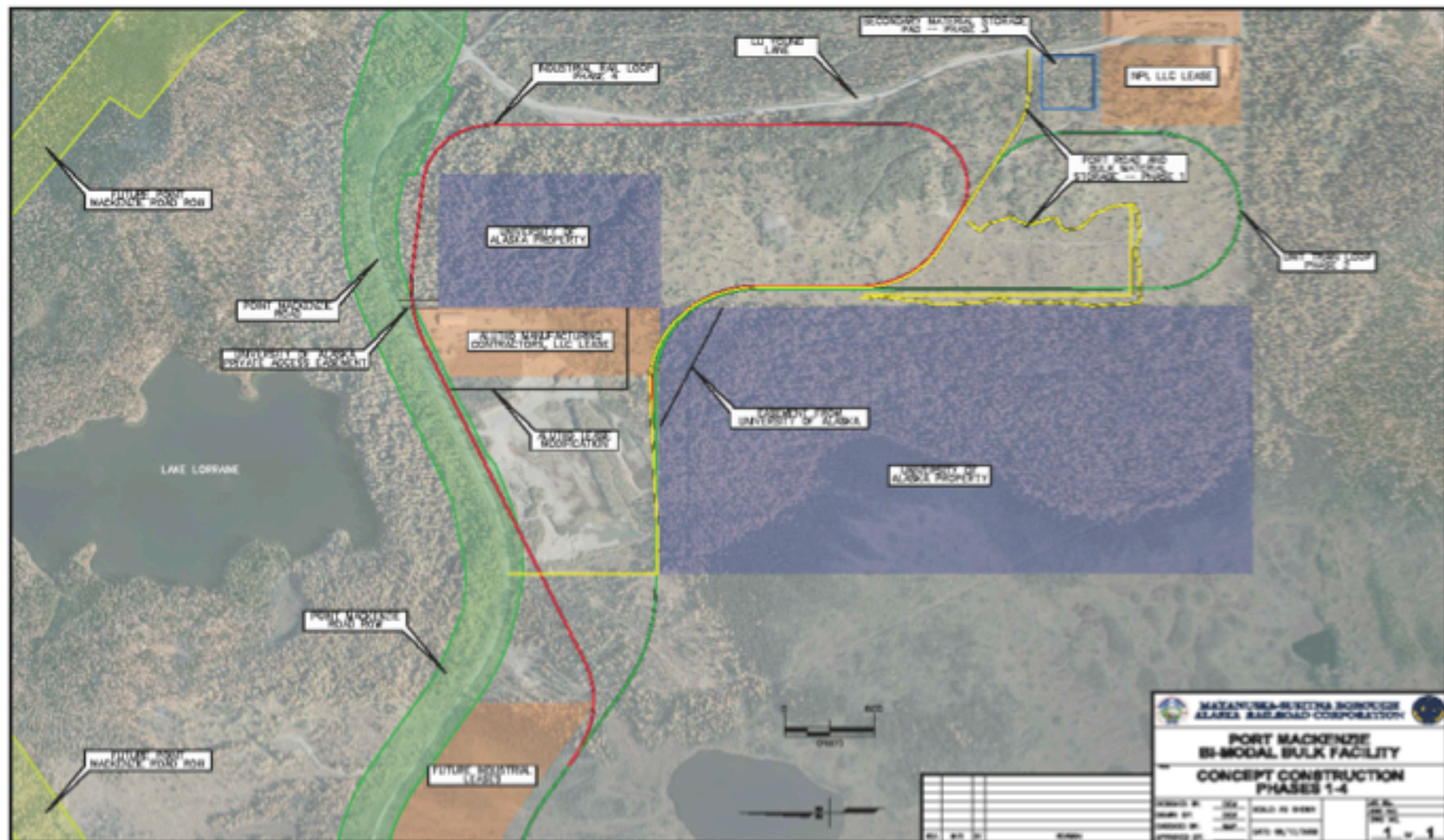
**Note: These lines represent possible corridors and are subject to change.**

**3<sup>rd</sup> party contractor may arrive at additional routes as part of EIS process.**





## Construction of Bi-Modal Facility (rail loop/road) has begun





# Our Goal: Coal Transportation Interior to Port MacKenzie



© Randy Thompson



# Another Goal: Lime/Cement Exports

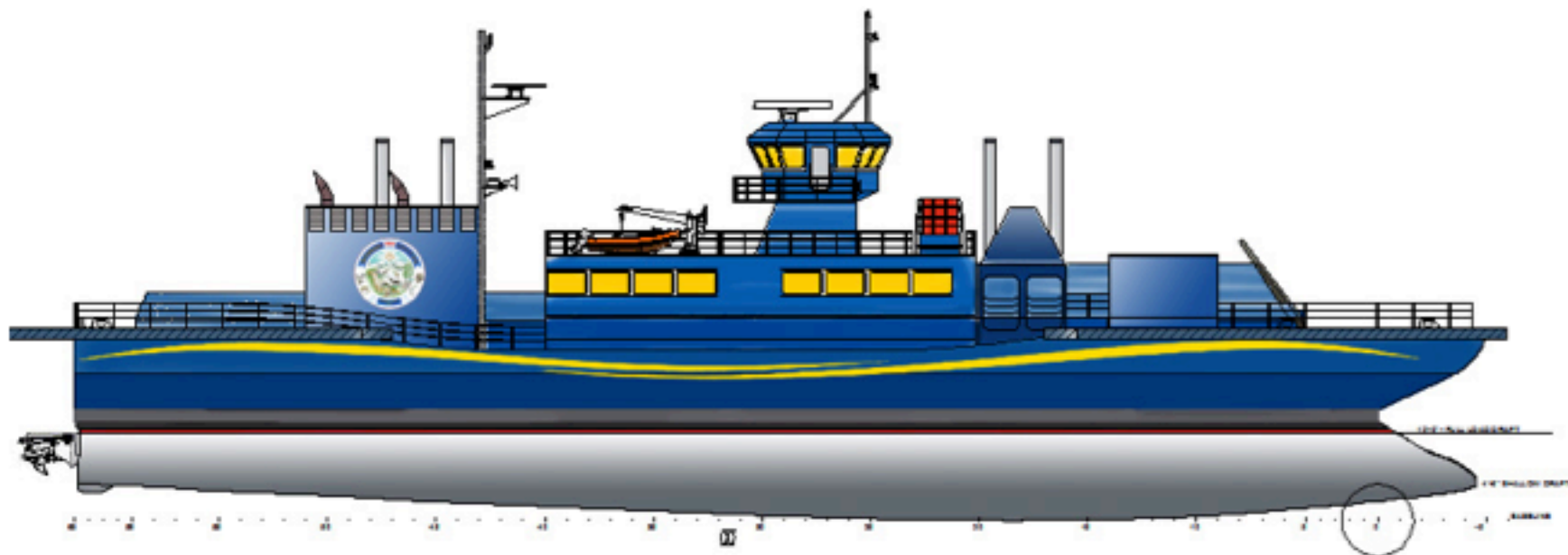




*Construction is  
Underway!!*



# M/V SUSITNA





- Also equipped as a Rescue Boat and Command Center.



- This icebreaking vessel can be used to keep the Upper Inlet open to shipping.

- Will provide vehicle and passenger year-round transportation between Anchorage, Tyonek, Kenai and Port MacKenzie.

- Less than 15 minutes to cross the Inlet to Anchorage.

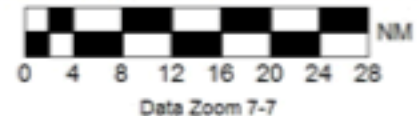


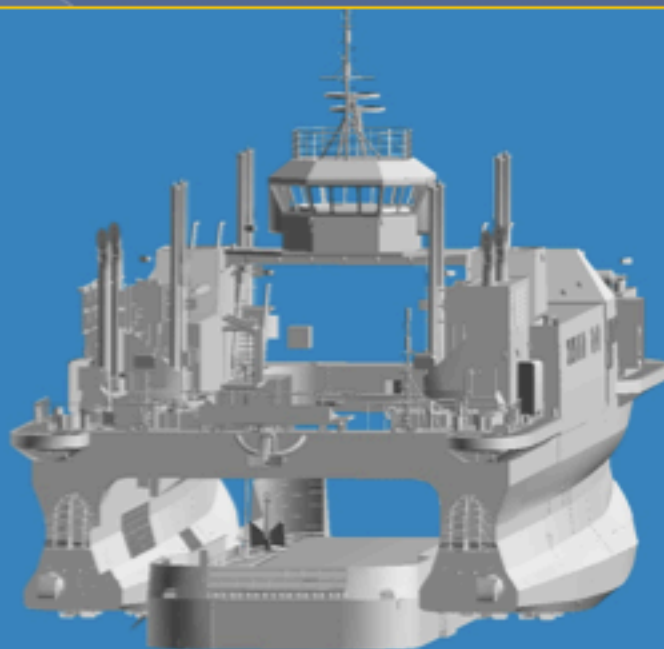
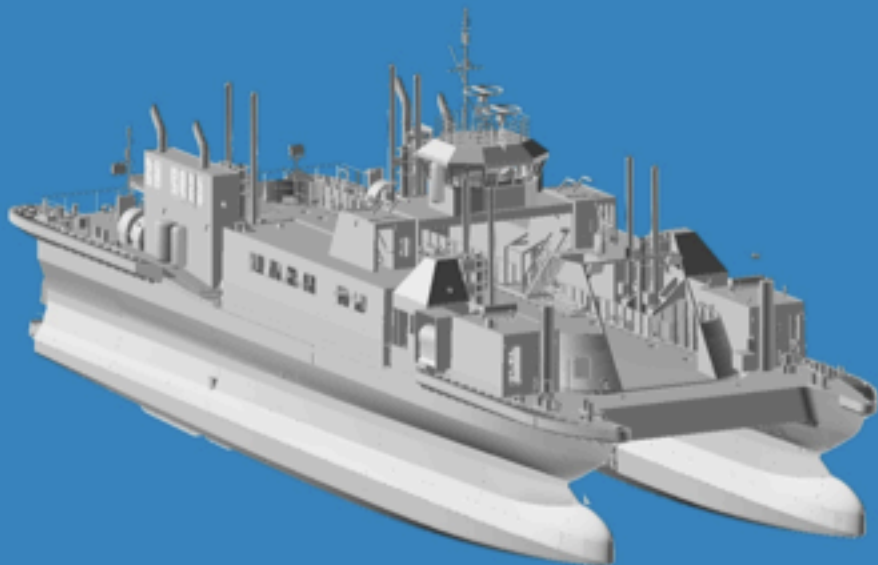
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www.delorme.com

Distances in  
Statute mile









## Economic Impact of Point MacKenzie Development with Ferry Service

	Anchorage	Mat-Su	Total
Employment (annual avg)	730	1,944	2,674
Labor Income (\$ million/yr)	\$50M	\$140M	\$190M
Production & Sales (\$ million/yr)	\$68M	\$487M	\$554M

Source: Benefits of the Cook Inlet Ferry to the Municipality of Anchorage,  
Institute of Social and Economic Research, June, 2009

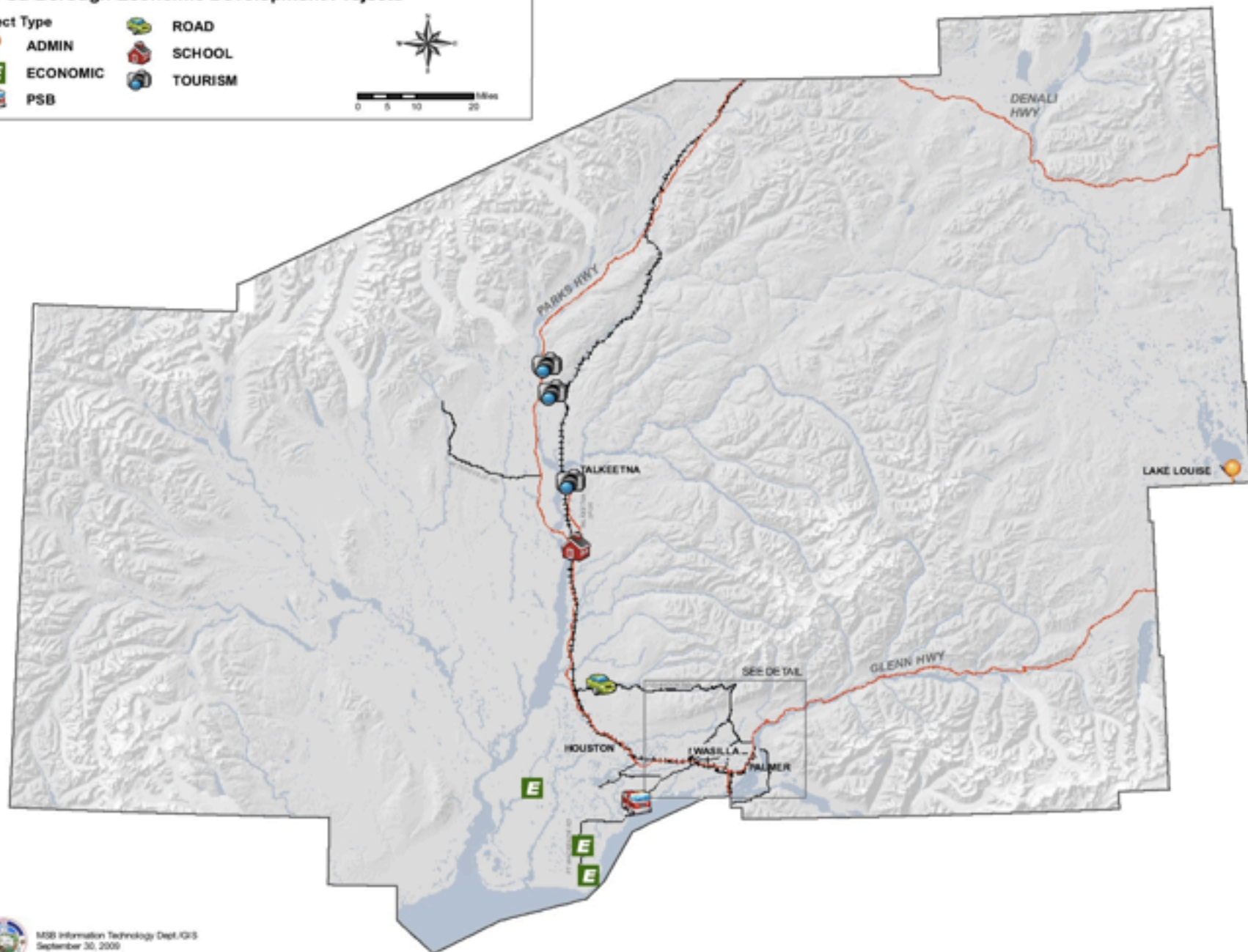


# Mat-Su Borough Economic Development Projects

- Project Type
- ADMIN
  - ECONOMIC
  - PSB
  - ROAD
  - SCHOOL
  - TOURISM



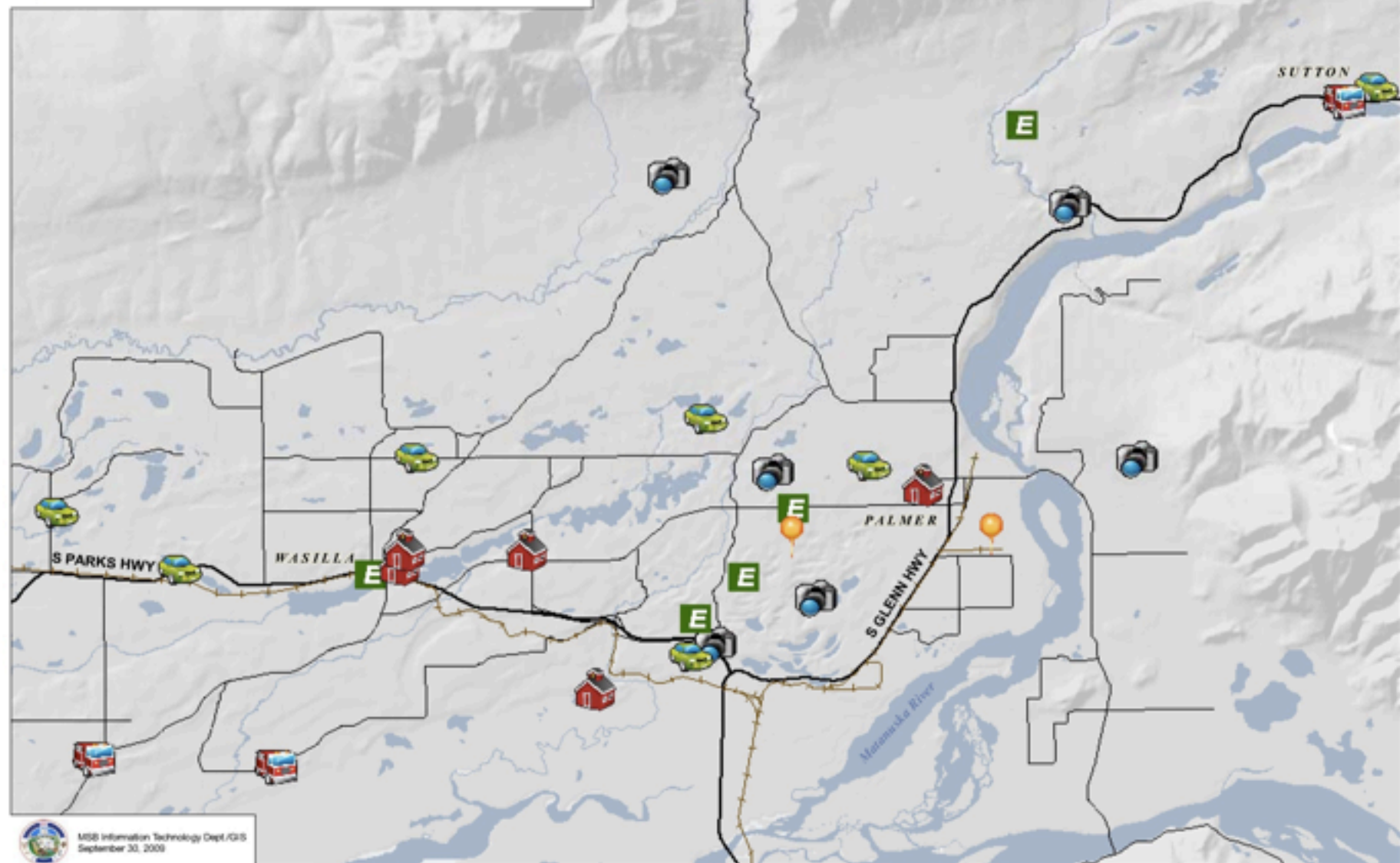
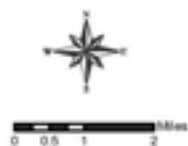
0 5 10 20 Miles





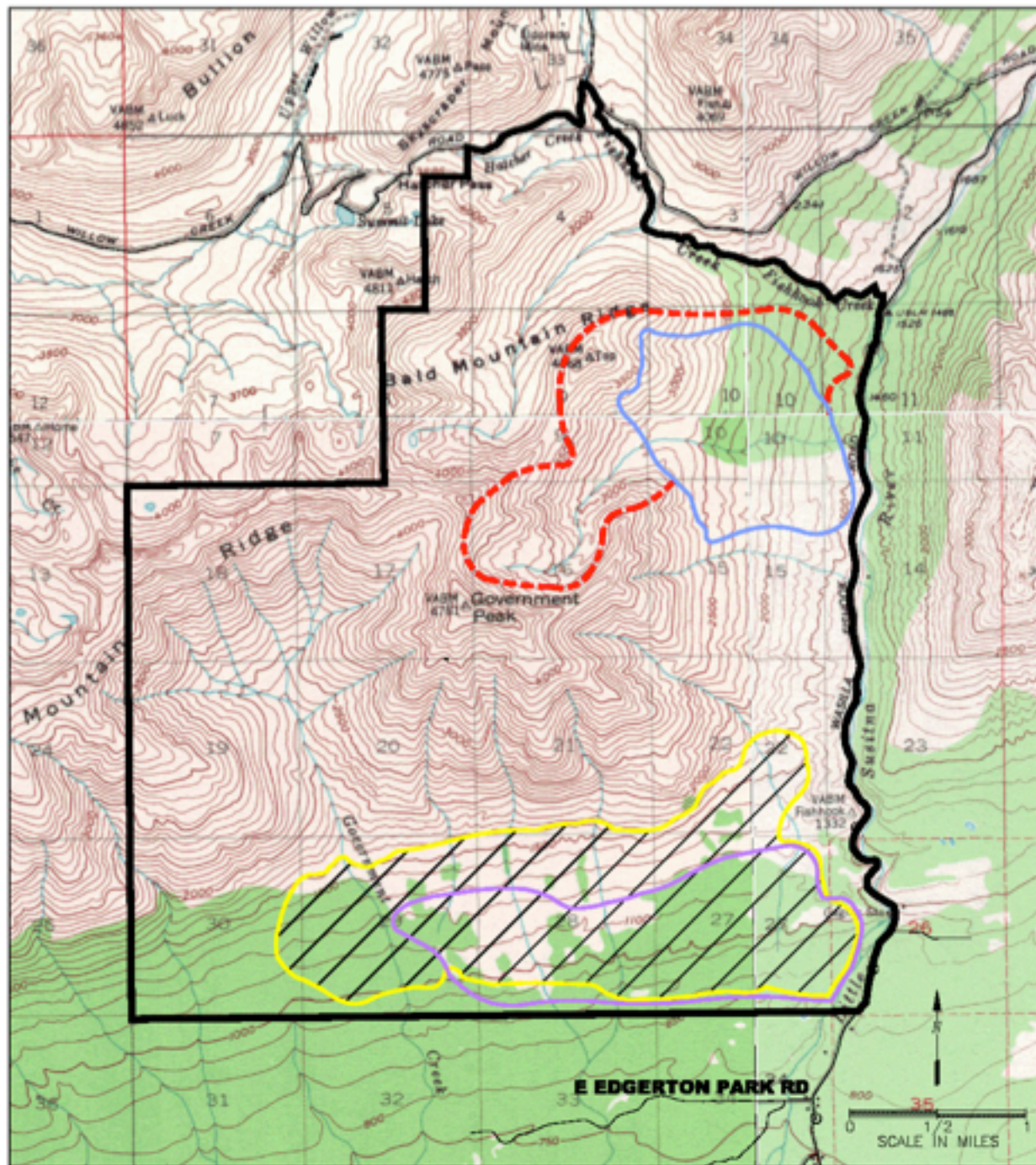
# Mat-Su Borough Economic Development Projects (detail)

- Project Type
- ADMIN
  - ECONOMIC
  - PSB
  - ROAD
  - SCHOOL
  - TOURISM









- Future alpine expansion (800 acres)
- Alpine ski area (700 acres)
- Special Land Use District Boundary
- Residential development area (1100 acres)
- Area of nordic ski trail, recreation trail & equestrian trail system (1400 acres)

















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