

Submitted by: ASSEMBLY MEMBER FLYNN  
VICE CHAIR SELKREGG  
Prepared by: Assembly Member Flynn &  
Vice Chair Selkregg  
For reading: September 16, 2008

CLERK'S OFFICE

**AMENDED AND APPROVED**

Date: 9-16-08

IMMEDIATE RECONSIDERATION

FAILED 9-16-08

ANCHORAGE, ALASKA

AR NO. 2008-198

1 A RESOLUTION OF THE ANCHORAGE MUNICIPAL ASSEMBLY WITHDRAWING  
2 SUPPORT FOR KNIK ARM CROSSING TRANSPORTATION PROJECT AND  
3 REQUESTING THAT THE ANCHORAGE METROPOLITAN AREA TRANSPORTATION  
4 SOLUTIONS (AMATS) POLICY COMMITTEE BEGIN THE PROCESS TO REMOVE KNIK  
5 ARM CROSSING FROM THE 2025 LONG RANGE TRANSPORTATION PLAN WITH 2027  
6 REVISIONS.  
7

8  
9 WHEREAS, the unprecedented increases in fuel and construction costs over the last  
10 two years are expected to alter future growth, land use, and commuting patterns in the  
11 Anchorage/Mat-Su region; and

12  
13 WHEREAS, a significant increase in the national debt and changes in the national  
14 economy have resulted in a declining balance in the Highway Trust Fund; and

15  
16 WHEREAS, the mayors of Anchorage and the Matanuska-Susitna Boroughs have  
17 formed a Regional Transit Authority to better serve the 14,000 people who regularly commute  
18 between the Mat-Su and Anchorage, a number expected to increase to 30,000 within about  
19 15 years; and

20  
21 WHEREAS, there are many priority projects, urgent repairs, and safety upgrades  
22 needed in the Anchorage area, as well as many additional worthy traffic solutions in need of  
23 funding throughout the greater Southcentral area; and

24  
25 WHEREAS, the funding demands of the Knik Arm Crossing and highway connections  
26 related to this project significantly impacts Anchorage Metropolitan Area Transportation  
27 Solutions' capacity to fund design and development of other needed transportation projects;

28  
29 **NOW, THEREFORE, BE IT RESOLVED** that the Anchorage Assembly:

30  
31 Section 1. Recognizes the changing conditions and high costs associated with the Knik Arm  
32 Crossing and formally withdraws its support from the project; and

33  
34 Section 2. Requests that the Anchorage Metropolitan Area Transportation Solutions  
35 (AMATS) Policy Committee begin the process to consider the question of removing  
36 remove the Knik Arm Crossing from the 2025 Long Range Transportation Plan with 2027  
37 revisions; and

38  
39 Section 3. Requests that the AMATS Policy Committee delete the Knik Arm Crossing from  
40 the Transportation Improvement Plan; and

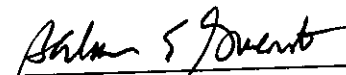
1  
2 Section 3[4]. If the Knik Arm Crossing is removed from the Long Range Transportation  
3 Plan, the Anchorage Assembly r[R]equests that the State of Alaska Governor Palin  
4 reallocate all federal monies from the Knik Arm Crossing project to other priority Southcentral  
5 Alaska transportation projects including, but not limited to: commuter transit, Glenn highway  
6 safety improvements, and the Glenn Highway to Seward Highway connection and congestion  
7 mitigation project.

8 PASSED AND APPROVED by the Anchorage Assembly this 16<sup>th</sup> day of  
9 September, 2008.  
10  
11

12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25  
26  
27  
28  
29  
30  
31  
32  
33  
34  
35  
36  
37  
38  
39  
40  
41  
42  
43  
44  
45  
46

  
Chair

ATTEST:

  
Municipal Clerk



**MUNICIPALITY OF ANCHORAGE**  
**ASSEMBLY MEMORANDUM**  
**NO. AM 585-2008**

**Meeting Date:** September 16, 2008

**From:** Assembly Member Flynn and Vice Chair Selkregg  
**Subject:** **AR 2008-198 — A RESOLUTION OF THE ANCHORAGE MUNICIPAL ASSEMBLY WITHDRAWING SUPPORT FOR KNIK ARM CROSSING TRANSPORTATION PROJECT AND REQUESTING THAT THE ANCHORAGE METROPOLITAN AREA TRANSPORTATION SOLUTIONS (AMATS) POLICY COMMITTEE BEGIN THE PROCESS TO REMOVE KNIK ARM CROSSING FROM THE 2025 LONG RANGE TRANSPORTATION PLAN WITH 2027 REVISIONS.**

This resolution advocates for reallocating scarce transportation dollars to projects with the maximum benefit for Southcentral Alaska, and formally withdraws the Anchorage Assembly's support for the proposed Knik Arm Crossing for a variety of reasons:

- The decreasing balance in the Federal Highway Trust Fund, coupled with scrutiny of federal earmarks to states, will likely result in a decline of federal transportation dollars for Alaska, which directly affects the viability of the proposed Knik Arm Crossing.
- Transportation studies conclude the Knik Arm Crossing project would not have any immediate or long-lasting positive impacts on Anchorage's transportation network, and it would not significantly improve traffic flow in the Anchorage/Mat-Su region.
- Recent research performed by the Institute of Social and Economic Research indicates there is a high probability of an economic slowdown in the Alaska economy between 2006 and 2020. This probable economic slow down has not been factored into revenue streams and financial feasibility studies of the Knik Arm Crossing.
- Subsequent to the passage of AR 2005-268, the Planning and Zoning Commission found the Knik Arm Crossing project to be inconsistent with the Anchorage 2020 Comprehensive Plan.
- In light of the escalating construction costs, the Alaska Department of Transportation has questioned the project's proposed costs and requested an independent cost evaluation.

- The Knik Arm Bridge and Toll Authority (KABATA) has previously requested that the State of Alaska make up the difference between assumed and realistic toll revenues with state funds, and the public is not well-informed about the terms of the RFP and financing arrangement.
- Inclusion of the Knik Arm Crossing in the AMATS TIP has negatively affected efforts to fund priority projects, such as Glenn Highway safety improvements and reconstruction of roads with significant rutting.
- There is no clear guarantee that KABATA is able secure the resources necessary to complete the Knik Arm Crossing.
- There is no secured funding source for the Ingra/Gambell couplet connection to the Knik Arm Crossing.

Respectfully submitted:

Patrick Flynn  
Assembly Member, Section 1

Sheila Selkregg, Ph.D.  
Assembly Member, Section 5