

Submitted by: ASSEMBLY MEMBER FLYNN

Reviewed by: Assembly Counsel

Reading Date: June 23, 2009

CLERK'S OFFICE

AMENDED AND APPROVED

AR 2009-129 Reading: May 12, 2009

Date: 6-24-09

ANCHORAGE, ALASKA

AR NO. 2009-129(S)

A RESOLUTION OF THE ANCHORAGE ASSEMBLY ADOPTING RECOMMENDATIONS TO BE FORWARDED TO THE ANCHORAGE METROPOLITAN AREA TRANSPORTATION SOLUTIONS (AMATS) POLICY COMMITTEE DELETING THE KNIK ARM CROSSING (KAC) PROJECT FROM THE ANCHORAGE BOWL 2025 LONG-RANGE TRANSPORTATION PLAN (LRTP) AND UPDATING THE PLANNING AND CONSULTATION REQUIREMENTS.

WHEREAS, by Assembly Resolution 2007-46(S), the Assembly recommended approval of the addition of the Knik Arm Crossing project to the Anchorage Bowl 2025 Long-Range Transportation Plan (LRTP), 2027 Revisions, with the following conditions A – E, and addition of the Knik Arm Crossing project was adopted by Anchorage Metro Area Transportation Solutions (AMATS) Policy Committee with the inclusion of conditions A – F (summarized):

- A. The air quality conformity analysis, financial details, & Environmental Impact Statement (EIS) are known and public comments are addressed.
- B. No local funds will be used for construction or maintenance and no additional funding planned for LRTP implementation will be used on the Knik Arm Crossing.
- C. A neighborhood mitigation program to protect the integrity of affected neighborhoods will be adopted.
- D. No construction will begin on the landside bridge approaches until complete bridge funding is secured and project design is submitted for municipal design review.
- E. KABATA will fund the design and construction of the Ingra-Gambell connection; and
- F. KABATA will fund the installation and monitoring of air quality in the project area; and

WHEREAS, these conditions are more fully set out in the Anchorage Bowl 2025 Long-Range Transportation Plan (LRTP), 2027 Revisions, Chapter 12, at page 13; and

WHEREAS, continued inclusion of the Knik Arm Crossing project in the Anchorage Bowl 2025 Long-Range Transportation Plan (LRTP), 2027 Revisions, has been the subject of public review in response to Assembly Resolution No. 2008-198; and

WHEREAS, based on evaluation of the comments received during the public review, research, consultation with Municipal Departments, AMATS Advisory Committees (Planning & Zoning Commission and the Freight Advisory Committee) review of original conditions recommended by the Assembly, the AMATS Policy Committee, and discussions with AMATS staff, the AMATS Technical Advisory Committee has discussed proposed revisions with the Assembly in the Work Session held on June 19, 2009; and

1 WHEREAS, in response to public review and comment on many factors, the Knik Arm
2 Crossing project, in lieu of deletion, may be moved from the list of Short-Term Projects (2007–
3 2017) to the list of Long-Term Projects (2018–2027); now therefore,

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5 THE ANCHORAGE ASSEMBLY RESOLVES:

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7 Section 1. That the Assembly has reviewed the recommendations of the AMATS
8 Policy Committee, as of April 23, 2009, regarding the public review final draft amendment
9 adding Chapter 13 to the Anchorage Bowl 2025 LRTP, 2027 Revisions, and subsequent
10 revisions dated June 12, 2009 proposed in response to public review and comment.

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12 Section 2. That the Assembly has reviewed revised proposed amendments, dated
13 June 19, 2009, to retain the Knik Arm Crossing project, subject to recommendations of the
14 AMATS Technical Advisory Committee, summarized as follows:

- 15
16 1. The Knik Arm Crossing project remains in the LRTP, as Chapter 12, and is
17 moved from the list of Short-Term Projects (2007-2017) to the list of Long-Term
18 Projects (2018-2027).
- 19
20 2. The Knik Arm Crossing project should incorporate heavy rail, and bicycle and
21 pedestrian facilities to the planned vehicular bridge.
- 22
23 3. Chapter 13, as amended, should be incorporated, and include the new planning
24 factors and revised financial final plan.
- 25
26 4. Pages 22-35 (Table 8.1) should be removed from the Public Review Draft of
27 Chapter 13 and included in a revised Chapter 8 for purposes of updating project
28 status and costs.
- 29
30 5. Existing conditions (A – F) in the 2007 LRTP, Chapter 12, at page 13 will remain
31 in the LRTP.

32
33 Section 3.2. That the Assembly hereby adopts and concurs with said
34 recommendations of the AMATS Technical Advisory Committee for the Amendments to delete
35 the KAC Project from the Anchorage Bowl 2025 LRTP, 2027 Revisions and update the
36 planning and consultation requirements, and recommends its approval to the AMATS Policy
37 Committee.

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39 Section 4. It is not the intent of this resolution to delete the Knik Arm Crossing
40 (KAC) from the LRTP despite the title of the resolution.

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43 PASSED AND APPROVED by the Anchorage Municipal Assembly this 24th day of
44 June, 2009.

45 Dale R. Osander
46 Chair

47 ATTEST: Sally E. J. J. J.
48
49 Municipal Clerk



MUNICIPALITY OF ANCHORAGE
ASSEMBLY MEMORANDUM
No. AM 388-2009

Meeting Date: June 23, 2009

From: ASSEMBLY MEMBER FLYNN

Subject: **AR 2009-129(S)** — A RESOLUTION OF THE ANCHORAGE ASSEMBLY ADOPTING RECOMMENDATIONS TO BE FORWARDED TO THE ANCHORAGE METROPOLITAN AREA TRANSPORTATION SOLUTIONS (AMATS) POLICY COMMITTEE DELETING THE KNIK ARM CROSSING (KAC) PROJECT FROM THE ANCHORAGE BOWL 2025 LONG-RANGE TRANSPORTATION PLAN (LRTP) AND UPDATING THE PLANNING AND CONSULTATION REQUIREMENTS.

Since the Knik Arm Crossing was added to the Anchorage Long-Range Transportation Plan in 2007, there have been some changes in the technical aspects of the project and renewed discussion as to the type and transportation mode options (rail) to be included in the project. Changes in technical information include:

- A. Changes in the financial market that challenge the viability of the Public-Private Partnership originally envisioned for the project and post new risks associated with the funding the project in the near term .
- B. Technical challenges in the viability of permitting the proposed project due to the recent listing of the Beluga whale as an endangered species, resulting in the possible need for bridge design changes that could greatly impact costs.
- C. A slowing in the trend in rapid growth in the Mat-Su.
- D. New interest expressed publicly by KABATA to change the project to accommodate heavy rail, an option that was previously excluded from full consideration in the environmental document.

Moving the Knik Arm Crossing project from the short to the long term list of projects in the LRTP achieves the following:

- I. Allows KABATA to continue with preliminary engineering and environmental work.
- II. Enables KABATA to address design issues, costs and benefits associated with a bridge that would accommodate rail, bicycle and pedestrian facilities.
- III. Allows KABATA to reassess its financial plan in light of possible cost increases and the changes in the economical climate for public/private partnerships.
- IV. Allows KABATA to continue work on obtaining concurrence from resource agencies on environmental permitting issues, including those involving the Beluga whale.

- V. Diminishes the likelihood that repayment of federal dollars spent to date will be an issue.
- VI. Delays issuance of a Record of Decision on the project while issues and uncertainties continue to be resolved.
- VII. Promotes the opportunity for KABATA and the ARRC to work together as possible funding partners for the rail component of the Knik Arm Crossing, and to work through technical aspects of the bridge.
- VIII. Allows AMATS to continue the conversation with KABATA as it moves forward to update the LRTP, which is due to be completed in 2011.
- IX. Allows time for the redevelopment and infill trends to continue and mature as envisioned in Anchorage 2020.
- X. Allow the Highway to Highway (H2H) project to advance sufficiently to ensure benefits of that project are realized and new traffic numbers are obtained.
- XI. Allow the Regional Transportation Authority to advance sufficiently to ensure benefits of the Authority are realized and new traffic numbers are obtained.
- XII. Allows KABATA to readdress the Anchorage-side approach to the Knik Arm Crossing, and more closely examine options with reduced neighborhood impacts.

In lieu of deleting the Knik Arm Crossing project, AR 2009-129(S) takes into account the AMATS Technical Advisory Committee's evaluation of the comments received during the public review, research, consultation with Municipal Departments, AMATS Advisory Committees (Planning & Zoning Commission and the Freight Advisory Committee) review of original conditions recommended by the Assembly, the AMATS Policy Committee, and discussions with AMATS staff. Under AR 2009-129(S), the Assembly recommendation follows the option suggested at the June 19, 2009 Assembly Work Session: Moving the project from the list of Short-Term Projects (2007-2017) to the list of Long-Term Projects (2018-2027).

Under AR 2009-129(S), the Assembly's recommendation adopts amendments proposed by the AMATS Technical Advisory Committee, and is subject to retention of conditions A-F, previously adopted by the Assembly in AR 2007-46(S) and by the AMATS Policy Committee at page 13 of Chapter 12 (copy attached).

Respectfully submitted:

Patrick Flynn
Assembly Member, Section 1

without the construction of the Glenn-Seward Highway connection.

The question remains, when should the Ingra-Gambell connection be built? To answer this question, KABATA has committed funding to begin the reconnaissance effort to analyze this issue once funding for the bridge and Anchorage landside connection is imminent.

Conditions

The Knik Arm Crossing is added to the Anchorage Bowl L RTP with the following conditions:

A. (1) The required air quality conformity analysis is completed, (2) the financial details of the bridge are solidified, and (3) the final environmental impact statement is released and the comments from the MOA, Mat-Su, the Alaska Railroad Corporation, and the public have been addressed.

B. No funding currently planned for

implementation of the existing L RTP, beyond that currently authorized in Tables 12-2 and 12-4, will be used to support construction or maintenance of any element of the Knik Arm Crossing. In addition, no local funds will be used for construction or maintenance of any element of this project.

C. A neighborhood mitigation program, as described in this chapter, will be adopted. This program will protect the integrity of the Government Hill and other affected neighborhoods (using the best Context Sensitive Design practices) with the objective of enhancing and revitalizing these unique and historic neighborhoods.

D. No construction work will begin on the Anchorage landside bridge approaches until (1) the complete funding package is secured for the bridge and the Anchorage access connections and (2) the project design has been submitted for review through the established municipal design review process.

E. Recognizing that the Glenn-Seward

Highway connection project and the Ingra-Gambell connection across Ship Creek are critical complementary projects linked to the Knik Arm Crossing, it is understood that, as part of the Crossing project, KABATA will fund the design and construction of the Ingra-Gambell connection in a manner to permit its opening as early as 2018 if needed. This process would require the reconnaissance/environmental phase of the Ingra-Gambell connection to start in 2008.

F. KABATA will fund the installation and operation of an air quality monitoring site to assess impacts in the vicinity of where the Knik Arm bridge traffic will combine with other A/C Couplet traffic in downtown Anchorage. The monitoring project will begin in advance of the bridge completion to assess before and after conditions for air pollutants of coarse and fine particulate matter and carbon monoxide. Monitoring will occur 1 year before and 1 year after construction.