

CLERK'S OFFICE

APPROVED

~~Date:~~ 3-16-10
IMMEDIATE RECONSIDERATION
FAILED 3-16-10

**ANCHORAGE, ALASKA
AR NO. 2010-40**

A RESOLUTION OF THE ANCHORAGE ASSEMBLY ADOPTING RECOMMENDATIONS TO BE FORWARDED TO THE ANCHORAGE METROPOLITAN AREA TRANSPORTATION SOLUTIONS (AMATS) POLICY COMMITTEE TO CHANGE THE STATUS OF THE KNIK ARM CROSSING (KAC) PROJECT IN THE ANCHORAGE BOWL 2025 LONG-RANGE TRANSPORTATION PLAN (LRTP) BY MOVING IT FROM THE LIST OF SHORT-TERM PROJECTS TO THE LIST OF LONG-TERM PROJECTS 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 Metropolitan 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

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

THE ANCHORAGE ASSEMBLY RESOLVES:

Section 1. That the Assembly has reviewed the recommendations of the AMATS Policy Committee, as of February 11, 2010, regarding the public review draft amendment to Chapter 13 to the Anchorage Bowl 2025 LRTP, 2027 Revisions, as to the financial plan and subsequent revisions proposed in response to public review and comment.

Section 2. That the Assembly has reviewed revised proposed amendments, as of February 11, 2010, to retain the Knik Arm Crossing project, subject to recommendations of the AMATS Technical Advisory Committee, summarized as follows:

1. The Knik Arm Crossing project to remain in the LRTP, as Chapter 12, and that it be moved from the list of Short-Term Projects (2009-2017) to the list of Long-Term Projects (2018-2027);
2. Support the inclusion of Chapter 13, as amended, to include the new planning factors and revised financial plan;
3. Concur with the removal of pages 22-35 (Table 8.1) from the Public Review Draft of Chapter 13 and recommend it be included as a revised Chapter 8 for purposes of updating project status and costs (see pages 23-36 in this TAC Draft Amendment); and
4. The existing conditions (A – F) in the Anchorage Bowl 2025 LRTP, 2027 Revisions, Chapter 12, page 13 remain in the LRTP; and
5. A new condition, G, is added to the Anchorage Bowl 2025 LRTP, 2027 Revisions, Chapter 12, page 13, that ADOT&PF, KABATA and FHWA will provide the Municipality of Anchorage a meaningful role in the development and review of the negotiated Public-Private Partnership (P3) agreement, and provide a public review and comment period for the agreement.

Section 3. That the Assembly hereby adopts and concurs with said recommendations of the AMATS Technical Advisory Committee for the Amendments to the Anchorage Bowl 2025 LRTP, 2027 Revisions, and recommends approval to the AMATS Policy Committee.

PASSED AND APPROVED by the Anchorage Municipal Assembly this ____ day of _____, 2010.


Chair

ATTEST:

Municipal Clerk



MUNICIPALITY OF ANCHORAGE
ASSEMBLY MEMORANDUM
NO. AM 81-2010

Meeting Date: February 16, 2010

From: ASSEMBLY CHAIR FLYNN
Subject: **A RESOLUTION OF THE ANCHORAGE ASSEMBLY ADOPTING RECOMMENDATIONS TO BE FORWARDED TO THE ANCHORAGE METROPOLITAN AREA TRANSPORTATION SOLUTIONS (AMATS) POLICY COMMITTEE TO CHANGE THE STATUS OF THE KNIK ARM CROSSING (KAC) PROJECT IN THE ANCHORAGE BOWL 2025 LONG-RANGE TRANSPORTATION PLAN (LRTP) BY MOVING IT FROM THE LIST OF SHORT-TERM PROJECTS TO THE LIST OF LONG-TERM PROJECTS 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. 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 pose 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.

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. Allows KABATA to reassess its financial plan in light of possible cost increases and the changes in the economic climate for public/private partnerships;
- III. Allows KABATA to continue work on obtaining concurrence from resource agencies on environmental permitting issues, including those involving the Beluga whale;
- IV. Diminishes the likelihood that repayment of federal dollars spent to date will be an issue;
- V. Delays issuance of a Record of Decision on the project while issues and uncertainties continue to be resolved;

- VI. Allows AMATS to continue the conversation with KABATA as it moves forward to update the LRTP which is due to be completed in 2011;
- VII. Allows time for the redevelopment and infill trends to continue and mature as envisioned in Anchorage 2020;
- VIII. Allows the Highway to Highway (H2H) project to advance sufficiently to ensure benefits of that project are realized and new traffic numbers are obtained;
- IX. Allows the Regional Transportation Authority to advance sufficiently to ensure benefits of the Authority are realized and new traffic numbers are obtained; and
- X. 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) took 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 2010-40**, 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 2010-40**, 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 LRTP 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 LRTP, 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.

Selkregg Floor Amendment to AR NO 2010-40

Amendment #1 Page 2, line 1, insert the following new language:

WHEREAS, the Knik Arm Bridge Crossing Project Environmental Impact Statement (EIS) assumes that the Highway to Highway Project is completed; and

WHEREAS, Highway to Highway Project is currently not complete but instead it is engaged in the project route selection, preliminary engineering and the environmental documentation required for the Highway to Highway Project EIS; and

WHEREAS, after the completion and approval of Environmental Impact Statement, the Highway to Highway Project is planned to be constructed in a series of segments spanning a multi-year period;