

2/01/11

PRESENTATION

KNIK ARM

BRIDGE &

TOLL

AUTHORITY

AND ALASKA

MOBILITY

COALITION

<TARGET><BILL></BILL><SUBJECT>2-01-11 PRESENTATION KNIK
ARM BRIDGE and TOLL AUTHORITY AND ALASKA MOBILITY
COALITION</SUBJECT><COMM>HTRA27</COMM></TARGET>



KNIK ARM CROSSING



Delivering Statewide benefits, regional connectivity and economic growth.

www.knikarmbridge.com

Presentation to the Alaska Legislature
Joint Transportation Committee Meeting
February 1, 2011

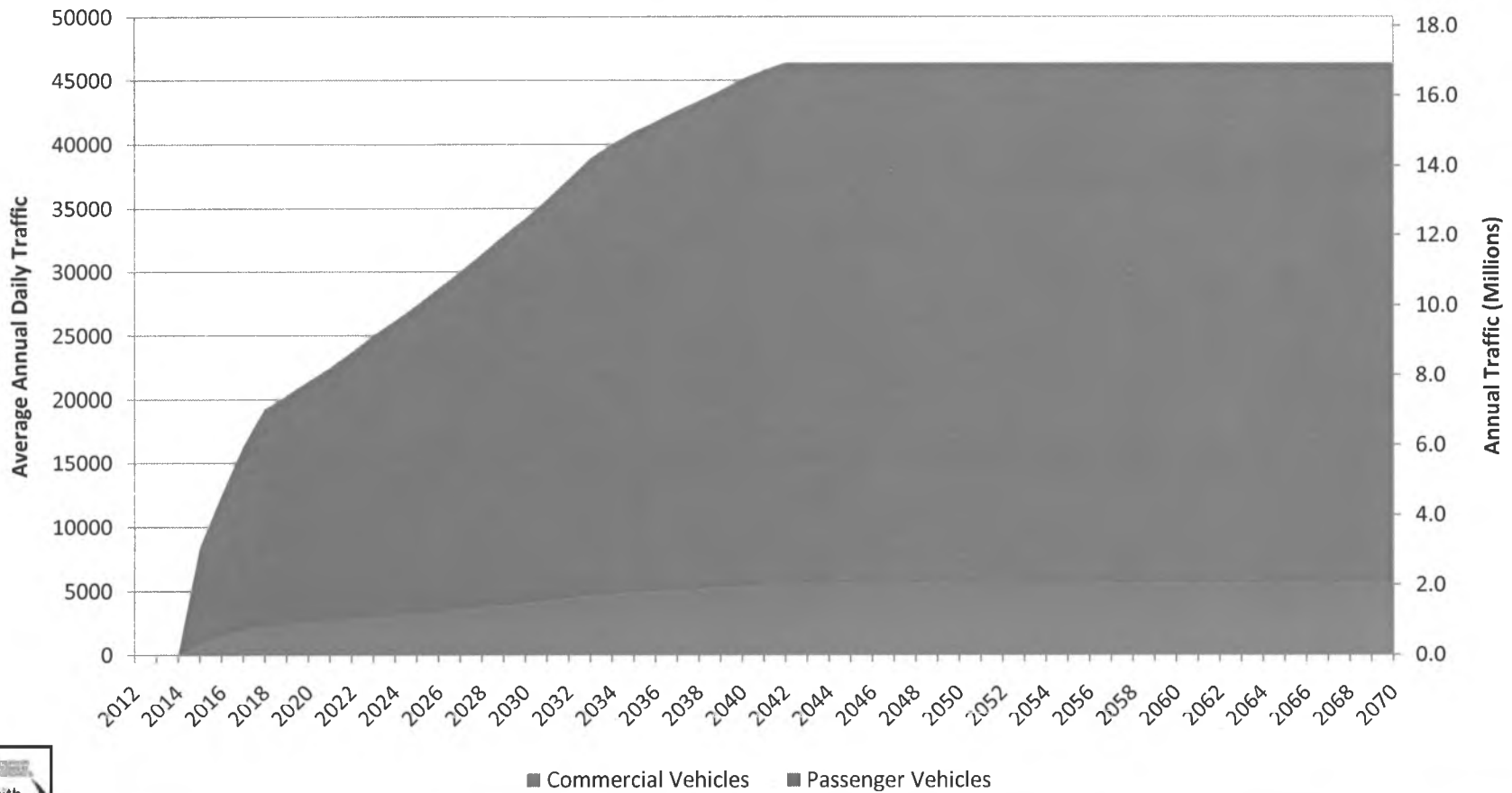
Knik Arm Toll Bridge Good for Alaska

- Connects Alaska's Infrastructure
- Supports Resource Development
- Provides Jobs and Supports Economic Growth
- Alternative Corridor for Safety
- Helps Fund Future Transportation Statewide

Immediate Benefits

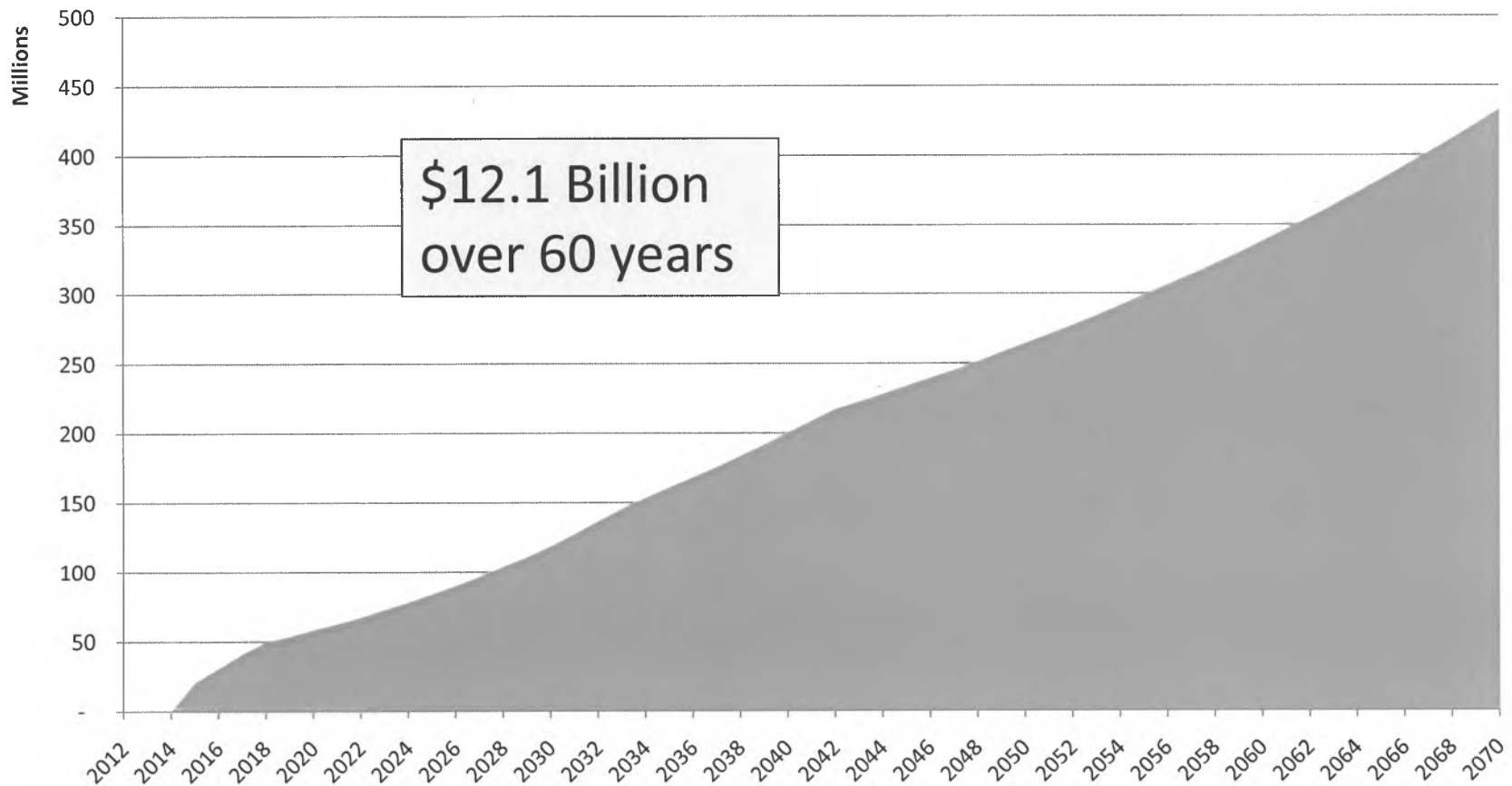
- Immediate Economic Stimulus
 - \$700 million of infrastructure and 5,000 construction-related jobs
- Public Benefits First 10 Years:
 - \$326 million lower cost of freight to Interior
 - \$303 million savings to commuters
 - 1,900,000 fewer metric tons of carbon emissions
 - \$30 million savings associated with Goose Creek Correctional Center
- Alternative to Glenn Highway for Safety
- Connects Port of Anchorage and Port MacKenzie to Better Serve the State
- Ties Together State's Transportation Network

Base Case Traffic Forecast Assuming 2015 Opening



■ Commercial Vehicles ■ Passenger Vehicles

Projected Toll Revenue



Toll Facility Revenue “Waterfall” Flow of Funds

Toll Revenue



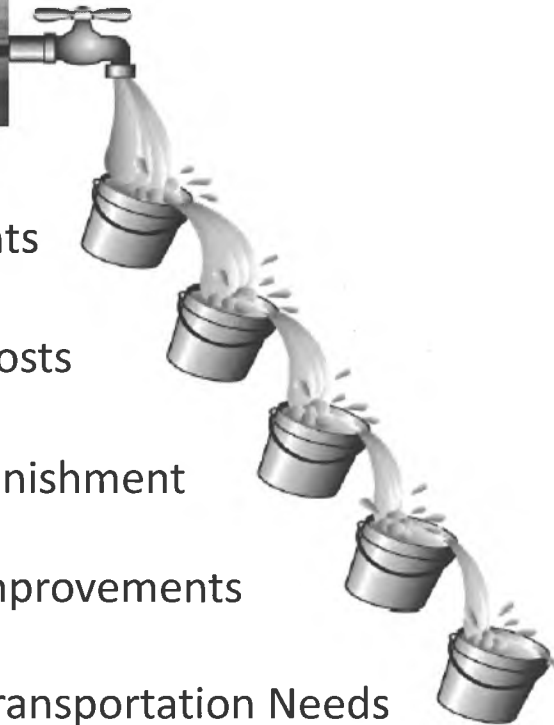
Availability Fee Payments

KABATA Operating Costs

Reserve Replenishment

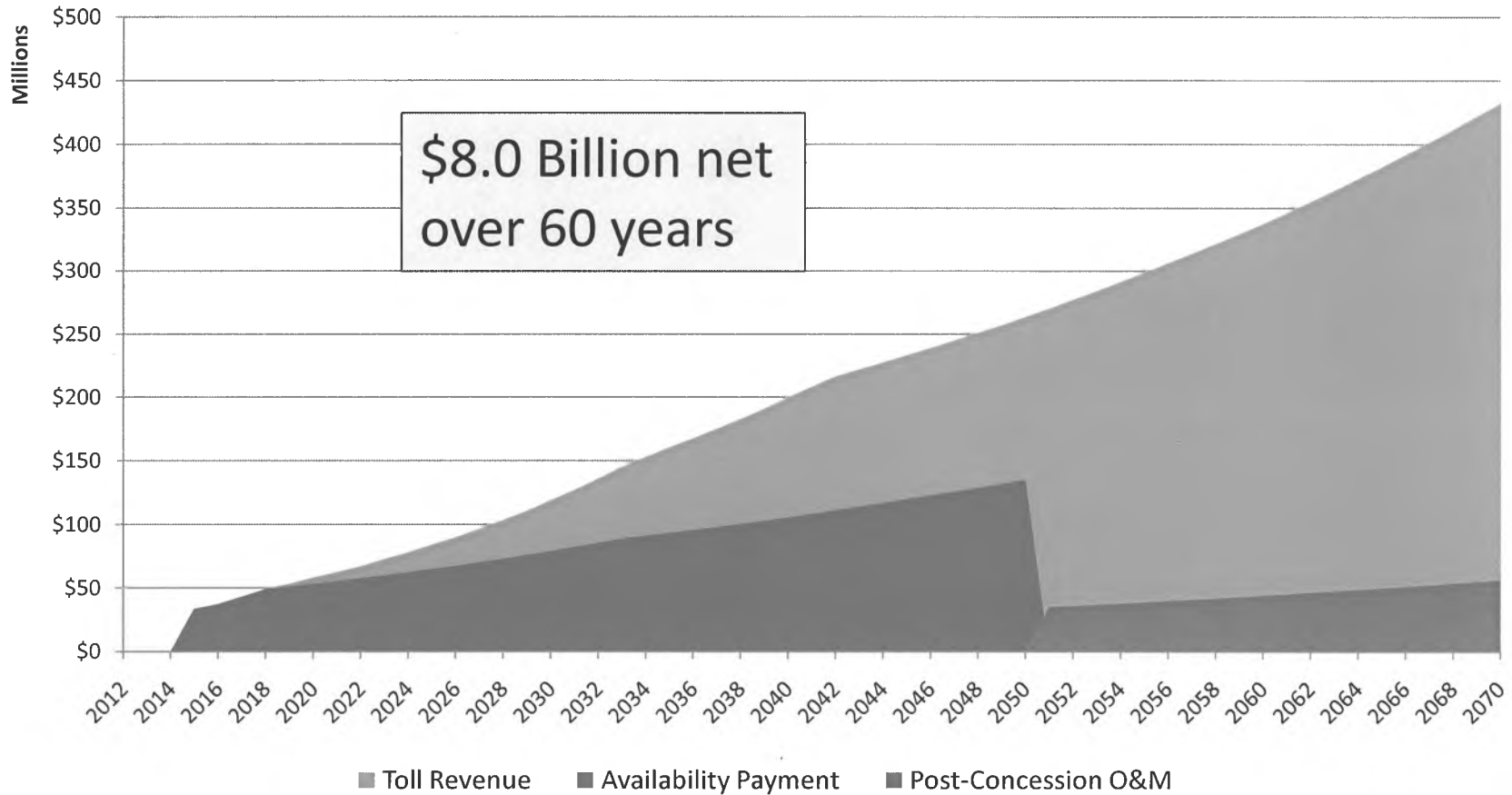
Project Improvements

Other Transportation Needs



Graphic concept courtesy FHWA TIFIA program.

Projected Net Revenue After Availability Payment / O&M



Availability payment includes KABATA operating costs during the concession term.

Plan View



www.knikarmbridge.com

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Bathymetry and Tides



Late Season 1



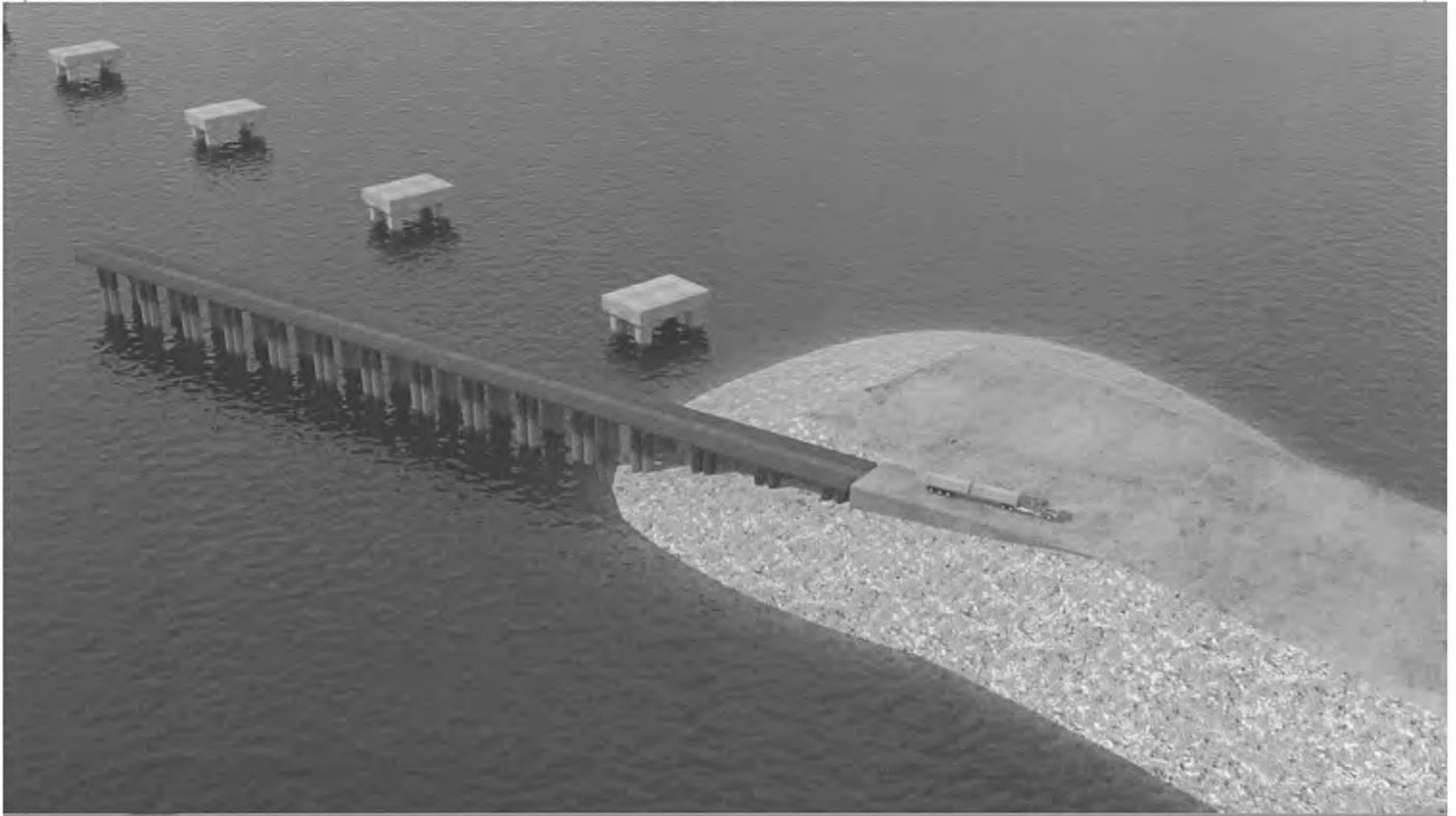
Oscillated Drilled Shaft Operation



Closing the Gap - Late Season 2



Foundation Wrap Up - Season 2



The Future



www.knikarmbridge.com

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Concept Rendering



www.knikarmbridge.com

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AMC Presentation to the Alaska Senate and House Transportation Committee

February 1, 2011
Juneau, AK



Alaska State House and Senate Transportation Committee Presentation

Discussion Topics

- ▶ What is AMC?
- ▶ The Going is Good
Public Awareness
Campaign
- ▶ Legislative Priorities



ALASKA MOBILITY COALITION

Mission Statement

2002



Alaska
Mobility
Coalition

Achieving mobility through community appropriate transportation services.

<http://www.alaskamobility.org/>

Alaska State House and Senate Transportation Committee Presentation/What is AMC?

- ▶ Weekly updates
- ▶ Monthly newsletter

<http://archive.constantcontact.com/fs096/1102230218437/archive/1104096707578.html>

Annual report

http://www.alaskamobility.org/index.php?option=com_content&view=article&id=9&Itemid=32

▶ AMC Website

http://www.alaskamobility.org/index.php?option=com_content&view=article&id=3&Itemid=66

▶ AMC Facebook Page

<http://www.facebook.com/pages/Alaska-Mobility-Coalition/71663593409>



AMC Member Organizations for 2010/2011

- ▶ AARP
- ▶ Access Alaska
- ▶ Alaska Center for the Environment
- ▶ Alaska Community Services
- ▶ Alaska Department of Transportation
- ▶ Alaska Direct Bus Line
- ▶ Alaska Mental Health Trust
- ▶ Alaska Railroad
- ▶ Alaska State Independent Living Council
- ▶ Alaska Trucking Association
- ▶ Bethel Transit
- ▶ Bristol Bay Native Association
- ▶ Brooks and Associates
- ▶ Capital Transit - Juneau
- ▶ CARTS - Kenai
- ▶ Center for Community
- ▶ Connecting Ties
- ▶ Copper River Native Association
- ▶ Dimond Center Mall
- ▶ Disability Law Center
- ▶ Ecology and Environment
- ▶ EK Coaches
- ▶ Fairbanks Resource Agency
- ▶ Glacier Valley Transit
- ▶ Governor's Council on Disability and Special Education
- ▶ HDR Alaska
- ▶ Independent Living Center, Inc
- ▶ InterIsland Ferry Authority
- ▶ ITS Alaska
- ▶ Juneau Economic Development Council
- ▶ Ketchikan Gateway Borough
- ▶ LSC Consultants
- ▶ MAC Transit - Fairbanks
- ▶ Manley Village Council
- ▶ MASCOT - Wasila
- ▶ Mat-Su Borough
- ▶ Mat-Su Services for Children and Adults

AMC Member Organizations for 2010/2011

- ▶ Mobilitat
- ▶ Montana Western Transit Institute
- ▶ Municipality of Anchorage/People Mover
- ▶ MV Transit
- ▶ Organized Village of Kasaan
- ▶ REACH - Juneau
- ▶ RLS and Associates
- ▶ Routematch
- ▶ Schetky NW Sales
- ▶ Senior Citizens of Kodiak
- ▶ Sitka Tribe of Alaska
- ▶ Southeast Alaska Independent Living
- ▶ Southeast Senior Services
- ▶ State of Alaska/ADA program
- ▶ Tanana Chiefs Conference
- ▶ Trailercraft
- ▶ Trapeze Software
- ▶ UAA School of Engineering
- ▶ USKH
- ▶ Valley Movers
- ▶ Van Tran
- ▶ VPSI

Alaska State House and Senate Transportation Committee Presentation – Good Going Alaska

http://www.alaskamobility.org/material/apt/apt_ongo.pdf

7M rides a yr

APT Prints Ads 13.qxd:ads 1/22/10 12:35:49 Page 12

Public Transportation ~ More than Catching a Ride



Sandy Hansen, People Mover Trainer and Andrea Widmer, Anchorage Bus Rider

Sandy Hansen helps people with disabilities learn the ins and outs of the People Mover system so they can go where they need to go on their own.

"My main goal as a travel trainer is to help individuals become more independent."

For Sandy, there's more to it than teaching people how to use the bus. As a travel trainer, she explains, she has seen her students achieve more independence than they or their families believed possible.

"The joy on their faces, that they can accomplish something like this, is wonderful!"

With Sandy's help, riders like Andrea Widmer learn how to get around Anchorage on their own.

"Sandy showed me how to ride the bus around. She's a special person."

With public transportation available for everyone, the going is good in Alaska!



the going is good

Public transportation – good for individuals, businesses and communities. Good for Alaska.



www.goodgoingalaska.com

Sponsored by the Alaska Mobility Coalition, a private, non-profit membership organization that represents public, private and community based providers in Alaska and provides technical assistance to new and emerging transit providers in the state.

APT Prints Ads 13.qxd:ads 1/22/10 12:35:49 Page 12

Public Transportation ~ Keeping Alaskans Independent



Lucy Alkon, van driver, Barrow

"If there wasn't a senior van in Barrow, how would the elders get around? They would be walking when it's real cold – 40 below or more."

– Lucy Alkon, van driver, Barrow

Across Alaska, senior residents depend on safe, reliable public transportation to shop, run errands, go to medical appointments, visit the library and lead full lives without having to ask friends or family to take them where they need to go.



Clifford Bolton, Kotchikan

"I know I can rely on the bus when my own vehicle is unavailable."

– Marge Dambkowski, Kodiak

"Transit gives me a sense of independence."

– Clifford Bolton, Kotchikan



Mary Casey, Kasliof/Kenai Peninsula

"My husband can't drive when it gets dark. I depend on the bus for my independence."

– Mary Casey, Kasliof/Kenai Peninsula

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the going is good

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APT Prints Ads 13.qxd:ads 1/22/10 12:35:49 Page 14

Public Transportation ~ Keeping Alaskans Independent



Cindy Dehart, Nisik/Kenai Peninsula Bus Rider

Cindy Dehart enjoys talking with the CARTS drivers as she rides to and from work as a courtesy clerk at Safeway. Helpful and courteous, the drivers are her friends.

But the best thing about riding the bus is the sense of independence it gives her. Cindy has a developmental disability and has been riding the bus for the past five years, paying for the service with money that she earns.

Not only is the bus service important for her, but those who care for her find it comforting to know that she is happy and safe.



the going is good

"It's the best thing!"

With public transportation available for everyone, the going is good in Alaska!

Public transportation – good for individuals, businesses and communities. Good for Alaska.



www.goodgoingalaska.com

Sponsored by the Alaska Mobility Coalition, a private, non-profit membership organization that represents public, private and community based providers in Alaska and provides technical assistance to new and emerging transit providers in the state.

Alaska State House and Senate Transportation Committee/Bus Ads

http://www.alaskamobility.org/index.php?option=com_content&view=article&id=24&Itemid=63

**Public transportation ~
keeping Alaskans independent**

the going is good

ALASKA PUBLIC TRANSPORTATION

www.goodgoingalaska.com

Sponsored by the Alaska Mobility Coalition

The advertisement features a dark background with a landscape of mountains and water. On the right, there is a black and white photograph of a man with a beard driving a bus. The text is arranged in a clear, bold hierarchy, with the slogan at the top, the logo in the middle, and the website and sponsor information at the bottom.

Alaska State House and Senate Transportation Committee— Good Going Alaska radio ads

<http://www.alaskainc.org> www.alaskainc.org www.alaskainc.org www.alaskainc.org www.alaskainc.org www.alaskainc.org www.alaskainc.org www.alaskainc.org www.alaskainc.org www.alaskainc.org



Alaska Public Transportation Generic Radio 60.mp3



Alaska State House and Senate Transportation Committee/Legislative priorities

- ▶ State Partnership
in Public
Transportation in
Alaska (Sponsor -
Senator Johnny
Ellis) SB-



want Operating \$ 2 / State

Alaska State House and Senate Transportation Committee/Legislative Priorities

- ▶ Alaska Community and Public Transportation Advisory Board (Sponsor – Representative Cathy Munoz)

HB-131

R





QUESTIONS???

Bill Herman, Senior Program Officer
Mental Health Trust Authority
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My role: Trust designee on Governor's Coordinated Transportation Task Force
What I'd like Committee members to know and support:

- Coordinated Transportation is using existing vans and community systems via collaboration and dispatching to provide expanded transportation services
 - 94% of Alaskans support coordinated transportation (Dittman survey 2009)
 - Coordination has potential for saving the State money thru more efficient transportation
- Coordinated Transportation and Bus Transit are critical for quality of life of an important sector of Alaskans:
 - Beneficiaries are 5-8% of Alaskans
 - Trust beneficiaries frequently use this transportation
 - To access work sites to meaningfully contribute to society
 - For health care needs
 - For quality of life and hope
 - A conservative estimate: 42% of ridership are Trust beneficiaries
 - Vast majority of us will become elderly & disabled at some point in our life
- The Trust has been supporting coordinated transportation since 1996
 - Trustees recognize the importance of transportation to beneficiaries
 - Trust funding of \$250,000 to \$500,000 per year with varying matches from general fund/mental health (capital)
 - 700 to 800 Trust beneficiaries yearly directly impacted
 - Matches estimated \$1-2 million of Federal Transit dollars (capital & operating) that would otherwise be lost to the State
 - 42% of est. 7 million rides = 2.9 million rides by Trust beneficiaries
- A state operating subsidy is critical
 - Coordinated transportation systems struggle for operating support
 - Alaska is one of the few states that doesn't provide an operating subsidy
 - 2010 Trust Advocacy Summit: strong support for \$3 million State contribution

Opposition and Support for a State operating subsidy

- Opposition: all the competing interests regarding the State operating budget
- Support:
 - Alaska Mobility Coalition representing riders, advocates and providers
 - All those involved in the Trust's Advocacy Summit:
 - Alaska Mental Health Trust Authority
 - Governor's Council on Disabilities and Special Education
 - Alaska Commission on Aging
 - Alaska Mental Health Board
 - Governor's Advisory Board on Alcoholism and Drug Abuse
 - Alaska Brain Injury Network
 - Provider & peer organizations related to all Trust beneficiary groups:
 - Senior service providers
 - Developmental disabilities service providers
 - Behavioral health provider groups (mental illness & substance abuse)
 - Brain injury service providers
 - Consumer consortium

5-8% of mental health



46%

3.2M rides

\$5M

2010 Poll →



Governor's Coordinated Transportation Task Force
2010-2012
Contact List

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non Profit

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Transportation providers that receive federal funding available to Indian Tribes

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2010 as of July

fund Δ

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Rebecca Rooney

From: jamiiek@alaska.com
Sent: Wednesday, February 02, 2011 2:36 PM
To: Rep. Peggy Wilson
Cc: Rebecca Rooney; Pamalyn Duvall; Sheila Finkenbinder; Kyle Whisenhant
Subject: KABATA Information from Yesterday's Hearing
Attachments: KABATA White Paper Final.pdf

As discussed below, at the joint Transportation Committee hearing yesterday members heard fanciful traffic and revenue estimates provided by the Knik Arm Bridge and Toll Authority (KABATA).

- **WRONG TRAFFIC COUNT**

If you look closely at the projected traffic counts in the handout given the committee, it shows that almost 20,000 vehicles or Annual Average Daily Traffic (AADT) will cross the proposed Knik Arm Bridge in 2018, three years after the Bridge opens. In 2009, only 26,220 vehicles

(AADT) pass the Old Glenn Road overpass on the Glenn near Eklutna (28 miles from Anchorage) see p. 120 (labeled III-74)

[http://www.dot.alaska.gov/stwdplng/transdata/traffic/cen reports/07 08 09ATVR Final 9 2 2010.pdf](http://www.dot.alaska.gov/stwdplng/transdata/traffic/cen%20reports/07%2008%2009ATVR%20Final%209%202010.pdf).

Since the Glenn Highway will continue to be the shorter route to Anchorage for residents of Palmer and Wasilla and it will be free, it is implausible that the Knik Arm Bridge will carry 76% of the current Glenn traffic in 2018.

- **POPULATION/TRIP ESTIMATES AT LEAST 50% TOO HIGH**

All traffic and revenue data given the committee yesterday by KABATA assume that the Mat-Su will grow from 89,000 today to 250,700 by 2030 or approximately 50% more than UAA's ISER current estimate of 169,000 for the Mat-Su in 2030. The ISER number is being used to examine the Highway to Highway project.

KABATA's population estimate assumes that the Mat Su will add the 8K population of Palmer, the Borough's second largest city, to the Borough every year for the next 20 years. After public complaints and questions raised at the AMATS technical committee, KABATA has now contracted again with Wilbur Smith Associates to redo its traffic and revenue projections based on more realistic population growth. It is not expected that the new numbers will include, as they should, a sensitivity analysis (i.e., showing the variability in projections if key assumptions change) or the fact that someone in Big Lake or 8 miles out Knik Goose Bay Road may choose to drive one or two miles farther on the Glenn to avoid paying a \$10 dollar (or more) round-trip toll.

- **STATE SIGNING BLANK CHECK**

Finally, the \$150 million reserve fund that Chairman Foster says KABATA will ask the legislature this year to cover the deficits of the first three years of Bridge operations admits that the Bridge deficits the first three years of operations will average \$50 million a year. If that fund is "replenished" as KABATA CFO Hemenway suggests, this is a potential blank check for the state to continue to fund the toll shortfall. The private investors may "put up the capital" in Chairman Foster's words but the private sector will only be taking at most a

construction cost risk and with the state guaranteeing the funds to pay off the bonds, the state will have the full unlimited downside of the project.

THE ATTACHED WHITE PAPER SUGGESTS WHY FULL HEARINGS ARE NECESSARY THIS SESSION ON BOTH THE KNIK BRIDGE PROJECT AND THE KABATA OPERATING BUDGET.

Thanks for any attention you can give this.

Jamie Kenworthy
907 360-5661