



For Immediate Release
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**KABATA ANNOUNCES MOTION TO INTERVENE TO PROTECT ITS
INTEREST IN THE CONSTRUCTION OF THE KNIK ARM CROSSING AND
IN THE PROCESS THAT MUST BE FOLLOWED.**

(Anchorage, AK), July 7, 2009: The Knik Arm Bridge and Toll Authority (KABATA) has moved to intervene on behalf of the preliminary injunction filed by the Mayors of Houston and Wasilla over the attempt by the Anchorage Metropolitan Area Transportation Solutions (AMATS) to delete and delay the Knik Arm Crossing from the Long Range Transportation Plan (LRTP). As the state authority charged with financing, constructing and operating the bridge, KABATA believes it is extremely important to Alaskans that the required process and procedures are followed by AMATS in any action effecting the bridge project.

The recent actions of the AMATS Policy Committee first to attempt to delete the bridge from the LRTP and then subsequently to delay it until 2018 or later was undertaken without the required public process. The cities of Houston and Wasilla have legitimate interests in the Knik Arm Crossing project, and their communities will be impacted by decisions on the type of bridge to be built, when it is built, or whether it is built. It is appropriate and necessary for KABATA to move to join with these impacted communities to ensure that the proper public process is employed in decisions effecting the bridge.

Andrew Niemiec, Executive Director of KABATA stated, "KABATA is the entity most directly affected by the AMATS Policy Committee's June 25th decision to move the Knik Arm Crossing project from the LRTP's short term to the longer time horizon, and quite frankly their action has shown complete disregard for the facts or the cooperative public process." Niemiec continued: "To preserve the integrity of the project and to fulfill its obligations as a public entity, KABATA must assure that all matters relating to the project are conducted in accordance with existing policies and federal law.

The need for a preliminary injunction arises out of a recent flurry of activity where the AMATS Policy Committee took it upon themselves to short-circuit the open and public process by which AMATS decisions are to be rendered. There was an attempt by AMATS to change the status of the Knik Arm Bridge that did not follow the proper, necessary and required public process. Furthermore, the action that emerged from AMATS is significantly different from the initial proposal to delete the bridge from the LRTP entirely. That was transposed into a proposal to delay the bridge far into the future. But what finally emerged from a flurry of last-minute wrangling by Anchorage politicians was neither a deletion nor a simple delay, but rather a plan to list a different bridge much later in the LRTP schedule. Moreover, the LRTP is an essential element for the funding of other transportation projects, and major

amendments to the Knik Arm Crossing impact all other projects in the LRTP. The public was not allowed to participate in these significant changes, and affected communities such as Houston and Wasilla were not advised of these changes, much less asked to comment on something that clearly and directly impacts them as cities to be served by the Knik Arm Bridge. KABATA has now moved to join with Houston and Wasilla to ensure that the proper public process is followed. KABATA's interests are based in Alaska State Statutes as well as Federal Law and are complimented by the desire to get the optimal bridge project developed and constructed for Alaskans.

About KABATA

The Alaska Legislature established the Knik Arm Bridge and Toll Authority in 2003 under Alaska Statute 19.75 to “develop, stimulate, and advance the economic welfare of the state and further the development of public transportation systems in the vicinity of Upper Cook Inlet with construction of a bridge to span Knik Arm and connect the Municipality of Anchorage and the Matanuska-Susitna Borough.” Additional information about KABATA and the Knik Arm Crossing Project can be found on KABATA's website at www.knikarmbridge.com.

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