

**Summary**  
**Knik Arm Crossing Principals' Meeting**  
**June 15, 2005, 10:30 am**  
**Port of Anchorage Conference Room**

Mark Begich, Mayor of the Municipality of Anchorage, called meeting to order; self-introductions were made. Begich stated the objective of the meeting was to review the working group findings on the proposed "yellow route" and to discuss other matters pertaining to the Knik Arm Crossing project.

Others in attendance were:

George Wuerch, Chairman, Knik Arm Bridge and Toll Authority (KABATA)  
LtGen. Carrol H. Chandler, Commander, Alaska Command, EAFB  
Col. Steve Ribuffo, ALCOM J-4  
Mary Hughes, Alaska State Director, Office of Senator Lisa Murkowski  
Bill Sharrow, Alaska State Director, Office of Congressman Don Young  
Mort Plumb, Director, TSAIA  
Gordon Keith, Central Region Director, ADOT&PF  
John Duffy, Manager, MSB  
Ken Stout, Assemblyman, MOA  
Kevin Bruce, Deputy Director, Port of Anchorage  
Mary Jane Michael, Executive Director, Economic and Community Development, MOA  
Al Lucht, Director, Public Works, U.S. Army Garrison, Ft. Richardson  
Dale Paulson, Director, Regulatory & Environmental Affairs, KABATA

Dale Paulson presented the preliminary findings of the working group, which estimated the non-construction costs for using the military land "yellow route" at \$33 to \$61 million. The estimate included roughly \$15 million for moving or relocating military facilities, \$18 to \$36 million for environmental remediation and \$10 million for munitions storage.

It was recognized that the "yellow route" alignment could be optimized to 1.) avoid some of the existing facilities and 2.) provide greater opportunity to extend the Elmendorf runways if that should be necessary in the future. The next step is to get KABATA and military engineers on the ground to locate the most advantageous alignment and revise the cost estimates accordingly. A similar level of effort is required for the top of the bluff "green line." The Draft Environmental Impact Statement (DEIS) will address all identified approach roads. Updated routes and cost estimates are expected by the third week of August.

Concerns remain over the traffic impacts at Boniface and the Glenn Highway and the potential for congestion at the Elmendorf gate during periods of tightened security. KABATA will work with ADOT to develop a new interchange. [The military does not want a toll plaza on military land; the westside \(MSB\) is an option.](#)

An approach road crossing military land will require higher headquarters approval. Preliminary discussions will commence soon based on the 1980's work, to be followed up later this fall with the alternatives analysis portion of the DEIS. Acquisition of a right-of-way easement cannot be pursued until a Preferred Alternative is selected by FHWA and FHWA should be the federal agency to formally request the easement.

Mayor Begich will call the next meeting, tentatively in late August.