

# KABATA Audit Lessons for AMATS

- 8/11 AMATS TAC hears KABATA Financial Plan 4 lanes revenue/2 lanes cost 2026-51
- 12/11 Jon Spring briefs TAC with maps on AMATS/KABATA TAZ differences
- 4/13 LB&A Audit Release: First Government Recognition of 4/2 lane Problem
- Result: Audit showed 12/12 KABATA Fin Plan Bridge Cost Jumps from \$1 Billion to \$1.6 Billion

# Problems

- MTP fudged AMATS-KABATA Numbers by saying both reasonable + possible free KAC “outside” MTP
- Now no accepted Regional Traffic Numbers and MTP Budget Out of Date
- Assembly/Legislature Irritated that they were drawn Into planning homework to understand Bridge cost
  - 2035: PtMac Jobs? Mat Su Population?
  - Traffic W/WO Bridge? Mat Su HH Size?
- Result: 15 Month LB&A Audit necessary to try to sort out numbers

# Continued Confusion On Numbers

## Right Now:

- **KABATA to get new numbers which will be “peer reviewed” pre-session**
- **HDR updating AMATS Model for Wasilla Bypass**
- **FHWA will redo Bridge cost this summer**

**Result: Unless addressed, separate planning will erode AMATS credibility as MPO**

# Solutions

- **Start Work Now on 2035 population, employment, HH numbers by TAZ data and work with Mat Su and KABATA on single TAZ data (involve ADOL,ISER,ASD,MSB)**
- **Cannot guarantee MSB/KABATA/AMATS consensus but AMATS can commit to single set of reasonable data and web publish TAZ data + map**
- **Redo 2035 Traffic Numbers w/wo tolled Bridge**
- **Produce by 12/13 TAZ Map with 2035 Numbers and show Mat Su/KABATA differences if any**

# Results

- **AMATS TAC performs role as Technical Committee producing clear transparent data for policy level**
- **AMATS functions as MPO**

Jamie Kenworthy  
[jamiiek@alaska.com](mailto:jamiiek@alaska.com)  
5/9/13