

The AlaskaPoll



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Information for Solutions

- ❖ Market Research
- ❖ Public Opinion Analysis
- ❖ Political and Government Research
- ❖ Focus Groups

ALASKA STATEWIDE PUBLIC ATTITUDES AND PERCEPTIONS

Knik Arm Bridge And Toll Authority (KABATA)



January 2009



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“This survey is sponsored by the Knik Arm Bridge and Toll Authority as part of their continuing effort to maintain open communication with the public. Is there anything you’d like to add or tell them at this point -- do any other questions come to mind?” 195 - 226

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Methodology





Overview

During the period January 7-13, 2009, one thousand (n=1,000) registered Alaskan voters were personally contacted via telephone concerning their awareness, attitudes and opinions regarding a potential Knik Arm Crossing toll bridge. All views and data were obtained on a strictly confidential basis.

Research Design

The research design included two components:

- A. Public-at-large statewide
- B. Public-at-large within Anchorage and the Matanuska-Susitna Borough

The public-at-large statewide component included broad, general topics which could be expected to be within the frame of reference for most Alaskans on a statewide basis.

The public-at-large within Anchorage and the Matanuska-Susitna Borough component included topics which could be expected to be within the frame of reference for most Alaskans within the Anchorage and Mat-Su Borough areas.

Sample Plan

To provide for sufficient respondents in each region for independent geographic sub-group analysis, a sample plan was featured which established that a minimum of n=100 respondents were included in each of Alaska’s six major geographic regions.

Sample Allocation
n=225 Mat-Su Valley n=225 Anchorage n=150 Fairbanks n=150 Kenai Peninsula n=150 Southeast n=100 Rural

To provide for representative statewide analysis, the six major geographic regions were individually weighted to accurately account for Alaska’s actual geographic population totals.

Regional Weights	
<u>Sample Size</u>	<u>Weighted To</u>
n=225, Matanuska-Susitna	15%
n=225, Anchorage	41%
n=150, Fairbanks	16%
n=150, Kenai Peninsula	8%
n=150, Southeast	12%
n=100, Rural	8%





Sample Selection

Individual respondents were randomly selected from currently registered State of Alaska voter lists for each community within the corresponding geographic region.

Sample Error

The sample error associated with the individual sample sizes included in this report are as follows:

Sample Error	
n=1000	±3.1%
n=225	±6.5%
n=150	±8.0%
n=100	±9.8%

Processing the Data

Dittman Research employees completed coding, editing, data entry and verification, while data processing was completed through the in-house Dittman Research & Communications Corporation computer system featuring the Statistical Package for the Social Sciences (SPSS) program. The SPSS program is one of the most sophisticated research-oriented data processing and analytical systems available, and is designed specifically for the processing and analysis of survey research data.

Measurement History

For over thirty years, citizen opinion measurements by the Dittman Research & Communications Corporation, utilizing the previously described methodology, analytical procedures and data processing systems, have proven to be perfect predictors of every Primary and General election for U.S. Senator and Governor of Alaska.

The state of Alaska has a history of close elections. Over the past 34 years, eight elections for Mayor of Anchorage or Governor of Alaska have been decided by less than one-half of one percent of the vote. The published pre-election surveys by the Dittman Research & Communications Corporation were proven correct in every case.

- 1994 Knowles, Gubernatorial General - 583 votes
- 1990 Fink, Mayor of Anchorage (pre-run-off) - 29 votes
- 1984 Knowles, Mayor of Anchorage - 187 votes
- 1982 Sheffield, Gubernatorial Primary - 260 votes
- 1981 Knowles, Mayor of Anchorage (pre-run-off) - 31 votes
- 1978 Croft, Gubernatorial Primary - 255 votes
- 1978 Hammond, Gubernatorial Primary - 98 votes
- 1974 Hammond, Gubernatorial General - 287 votes



II Findings





Alaska Public-At-Large Statewide (n=1000)



Alaska Public-At-Large Statewide (n=1000)

On an open-ended, unaided response basis, three out of four Alaskans (75%) report they are primarily concerned about the economic issues facing Alaska -- nothing else (environment, healthcare, education, corruption) even comes close.

Question: In your opinion what is the most important issue facing Alaska at this time -- the main thing that you are personally most concerned about these days?

- 21% Economy decline, recession, diversify industry
- 17% High energy prices, cost of living
- 13% Develop gasoline, move forward on natural gas pipeline
- 10% Need to develop more oil / gas, increase production, energy crisis
- 6% Need more jobs, better / stable jobs
- 3% State revenue down, falling oil prices
- 3% Need to open ANWR
- 2% Too much government spending, need to balance budget
- 4% Healthcare
- 4% Poor political leaders, corruption
- 4% Negative regarding education
- 4% Protect environment, anti-development, global warming
- 7% Miscellaneous
- 1% No complaints
- 1% Unsure





Alaska Public-At-Large Statewide (n=1000)

Alaskans' concerns are fairly consistent geographically; however, "high cost of energy/cost of living" is relatively least important in Anchorage (9%), and a much greater problem in Fairbanks (27%) and Rural (37%) areas. The "gasline" is significantly less important to Southeast and Rural residents (3%), but Rural areas are supportive of "more oil and gas development" in general (16%). Mat-Su residents are relatively more concerned about "jobs" (11%).

"...most important issue facing Alaska...?"

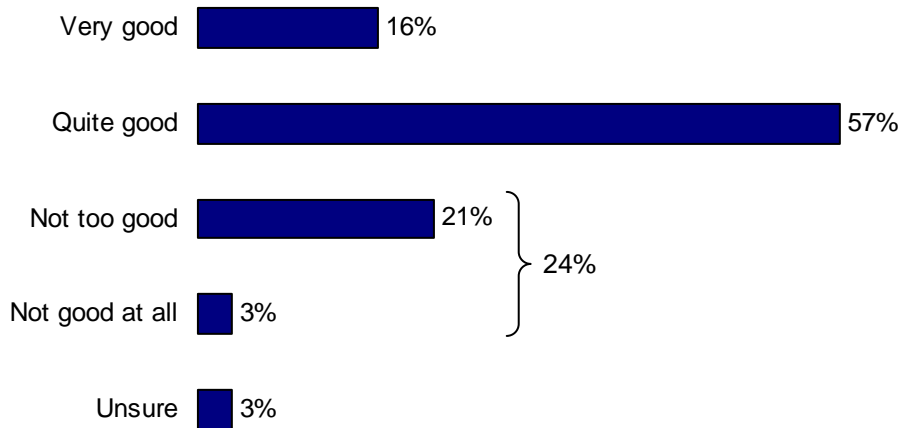
	<u>Mat-Su</u>	<u>Anch.</u>	<u>Fairbanks</u>	<u>Kenai</u>	<u>Southeast</u>	<u>Rural</u>
Economy decline, recession	20%	25%	13%	17%	23%	11%
High energy prices, cost of living ..	17%	9%	27%	15%	17%	37%
Develop gasline	16%	16%	12%	16%	3%	3%
Need to develop more oil / gas	10%	7%	15%	13%	9%	16%
Need more jobs.....	11%	3%	4%	8%	9%	6%
Healthcare.....	1%	7%	2%	3%	3%	2%
Poor political leaders, corruption....	5%	4%	5%	1%	3%	2%
Negative regarding education	4%	5%	4%	2%	3%	2%
State revenue down, falling oil prices	1%	3%	3%	4%	4%	1%
Need to open ANWR	3%	4%	1%	3%	1%	-
Protect environment.....	2%	5%	1%	3%	7%	5%
Too much government spending, need to balance budget	1%	4%	2%	1%	1%	2%



Alaska Public-At-Large Statewide (n=1000)

Nevertheless, in spite of economic concerns, most Alaskans report confidence in Alaska's economic future. In fact, a majority (57%) say things look "quite good" and another 16% say Alaska's economic future looks "very good", while approximately one out of four (24%) are at the other ("not too good / not good at all") end of the scale.

Question: Looking into the future, how much confidence do you have in Alaska's economy -- would you say our economic future looks...?



Confidence in the economy is highest in the "Railbelt region" (70-79%), and lower, but still relatively high (61-64%) in Southeast and Rural areas.

"...Alaska's economic future...?"

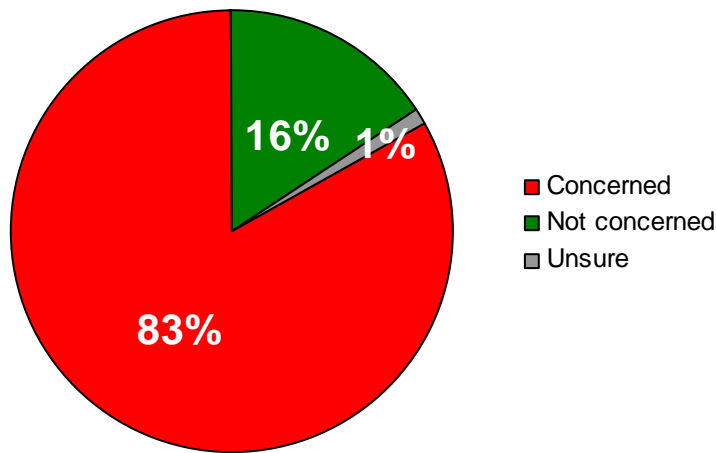
	<u>Mat-Su</u>	<u>Anch.</u>	<u>Fairbanks</u>	<u>Kenai</u>	<u>Southeast</u>	<u>Rural</u>
Good	(70%)	(78%)	(70%)	(79%)	61%	64%
Not good.....	28%	19%	25%	18%	34%	34%



Alaska Public-At-Large Statewide (n=1000)

At the same time, there may be some dark clouds gathering in the distance. Over four out of five Alaskans (83%) report they are concerned that the national economic climate may cast a negative shadow on Alaska’s economy and jobs.

Question: Are you concerned, or not concerned, that the current national economic situation may have a negative effect on Alaska’s economy and employment?



And the concern regarding the national economic situation is broad-based and consistent throughout the state, including each major geographic region (79-90%).

“...concerned...national economic situation have negative effect on Alaska...?”

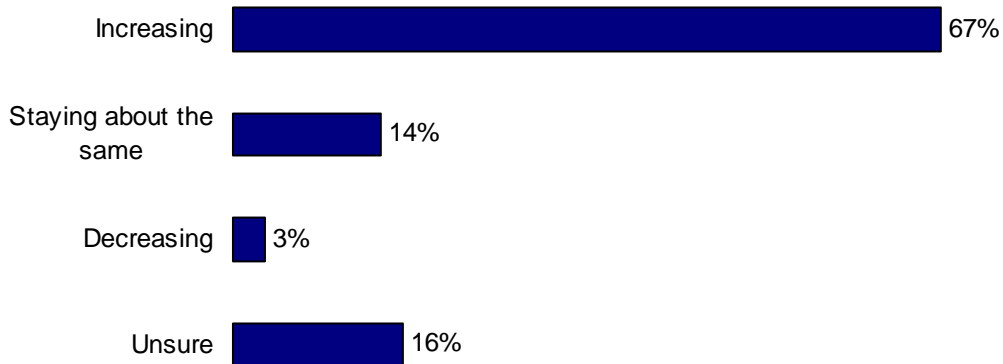
	<u>Mat-Su</u>	<u>Anch.</u>	<u>Fairbanks</u>	<u>Kenai</u>	<u>Southeast</u>	<u>Rural</u>
Concerned.....	(85%)	(81%)	(81%)	(79%)	(90%)	(80%)
Not concerned.....	14%	18%	17%	21%	9%	18%



Alaska Public-At-Large Statewide (n=1000)

On the local level, two out of three Alaskans (67%) report they're aware of the population growth in the Matanuska-Susitna Borough.

Question: As far as you know, is the population of the Mat-Su Borough north of Anchorage increasing, staying about the same or decreasing?



Awareness of the Mat-Su growth is highest in the Mat-Su Borough (76%) and Anchorage (72%), and weakest in Southeast (52%).

“...population of Mat-Su Borough...?”

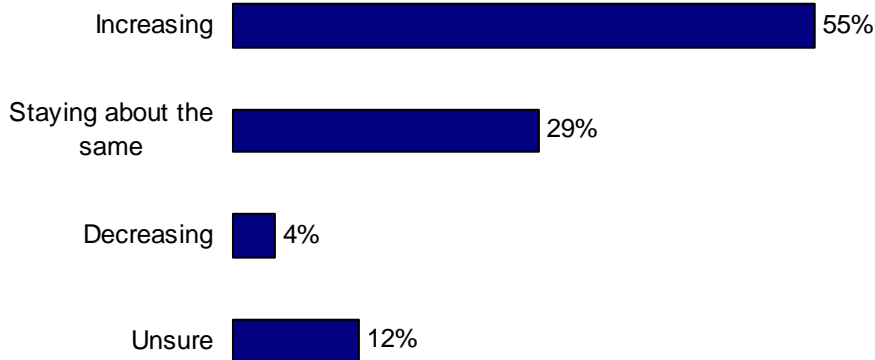
	<u>Mat-Su</u>	<u>Anch.</u>	<u>Fairbanks</u>	<u>Kenai</u>	<u>Southeast</u>	<u>Rural</u>
Increasing.....	76%	72%	64%	61%	52%	60%
Staying the same	19%	18%	12%	14%	5%	6%
Decreasing	1%	4%	-	3%	7%	5%
Unsure.....	4%	6%	24%	22%	36%	29%



Alaska Public-At-Large Statewide (n=1000)

Most Alaskans (55%) also believe the population of Anchorage is increasing.

Question: And what about the population of Anchorage -- is it increasing, staying about the same or decreasing?



Geographically, Anchorage (61%) and Rural residents (63%) are most likely to believe Anchorage's population is growing, while residents in Southeast are not so sure (46%).

"...population of Anchorage...?"

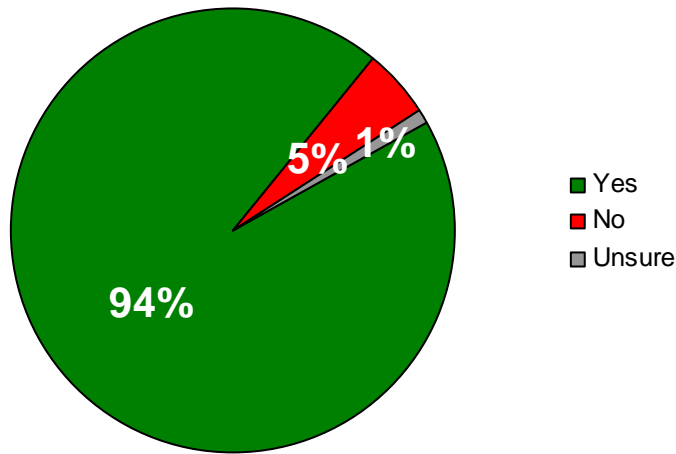
	<u>Mat-Su</u>	<u>Anch.</u>	<u>Fairbanks</u>	<u>Kenai</u>	<u>Southeast</u>	<u>Rural</u>
Increasing.....	51%	61%	50%	52%	46%	63%
Staying the same	36%	32%	24%	31%	22%	15%
Decreasing	3%	5%	1%	1%	5%	3%
Unsure.....	10%	2%	25%	16%	27%	19%



Alaska Public-At-Large Statewide (n=1000)

Throughout Alaska, over nine out of ten residents (94%) report they're aware of a proposed bridge between Anchorage and the Mat-Su Borough.

Question: Have you ever read or heard anything about a proposed bridge between Anchorage and the Matanuska-Susitna Borough called the Knik Arm Crossing?



With awareness highest in Anchorage (100%), the Mat-Su Valley (98%), and other “Railbelt” communities (93%) -- Knik Arm Crossing awareness is also high and only slightly lower in Southeast (85%) and Rural areas (80%).

“...heard about proposed bridge...?”

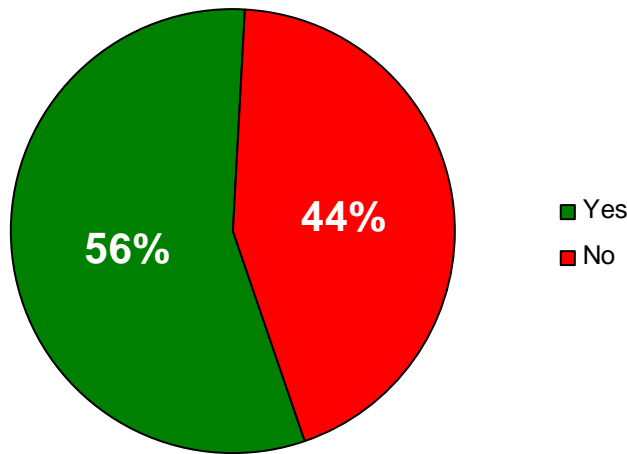
	<u>Mat-Su</u>	<u>Anch.</u>	<u>Fairbanks</u>	<u>Kenai</u>	<u>Southeast</u>	<u>Rural</u>
Yes	98%	100%	93%	93%	85%	80%
No	2%	-	6%	7%	15%	20%



Alaska Public-At-Large Statewide (n=1000)

Approximately half (56%) of all respondents statewide also report they're aware of the Knik Arm Bridge and Toll Authority, the organization established by the state legislature to guide bridge construction.

Question: Have you read or heard anything about an organization called the Knik Arm Bridge and Toll Authority – also known as “KABATA”?



Public awareness of KABATA is predictably highest in Anchorage (72%) and the Mat-Su (66%) region, followed by the Kenai Peninsula (51%), and about half that level (33-35%) among residents in Fairbanks, Southeast and Rural communities.

“...heard about KABATA...?”

	<u>Mat-Su</u>	<u>Anch.</u>	<u>Fairbanks</u>	<u>Kenai</u>	<u>Southeast</u>	<u>Rural</u>
Yes	66%	72%	33%	51%	34%	35%
No	34%	28%	66%	49%	65%	63%

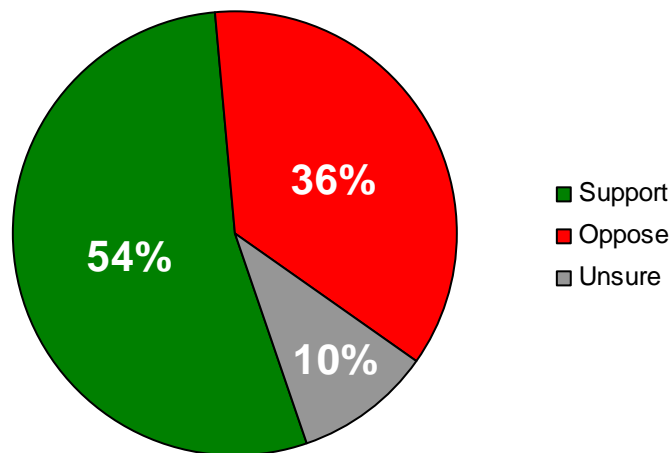


Alaska Public-At-Large Statewide (n=1000)

A majority of Alaskans (54%) report they support the “mission” of the Knik Arm Bridge and Toll Authority.

Question: The Knik Arm Bridge And Toll Authority was created by the state legislature in 2003 with a mission to: “...develop, stimulate, and advance the economic welfare of the state, and further the development of public transportation systems in the vicinity of the upper Cook Inlet through the construction of a bridge to span Knik Arm and connect the Municipality of Anchorage and the Matanuska-Susitna Borough.”

Overall, do you support or oppose the mission of the Knik Arm Bridge and Toll Authority?



Geographically, support is highest in the Mat-Su (69%), Anchorage (54%), Kenai Peninsula (52%) and Rural (56%) areas. Fairbanks is close to a majority in favor (49%), while Southeast residents (40%) are least supportive of the KABATA mission.

“...support or oppose mission of KABATA...?”

	<u>Mat-Su</u>	<u>Anch.</u>	<u>Fairbanks</u>	<u>Kenai</u>	<u>Southeast</u>	<u>Rural</u>
Support.....	69%	54%	49%	52%	40%	56%
Oppose.....	26%	40%	37%	35%	40%	29%
Unsure.....	4%	7%	14%	13%	20%	15%

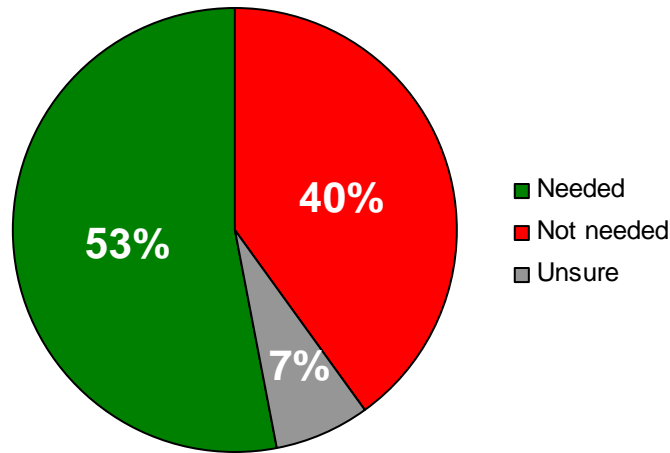




Alaska Public-At-Large Statewide (n=1000)

Similar to the statewide percentage in support of the Knik Arm Bridge and Toll Authority “mission” (54%), a majority (53%) also believe a bridge across the Knik Arm will be needed in the near future.

Question: Building a bridge across the Knik Arm between Anchorage and the Matanuska-Susitna Borough has been considered for many years. As the populations of these areas continue to grow, interest in the subject appears to be increasing. In your opinion at this time -- based on what you’ve heard or read, or your personal experience -- do you feel a bridge across the Knik Arm connecting Anchorage and the Matanuska-Susitna Valley will be needed in the near future, or not?



Again, support is high in the Mat-Su Valley (66%) and other “*Railbelt*” communities (52-54%), but in this case, Rural residents (62%) also agree with the need for a bridge across the Knik Arm in the near future -- only Southeast residents (46%) are opposed.

“...bridge will be needed in near future, or not...?”

	<u>Mat-Su</u>	<u>Anch.</u>	<u>Fairbanks</u>	<u>Kenai</u>	<u>Southeast</u>	<u>Rural</u>
Needed.....	66%	52%	54%	53%	37%	62%
Not needed.....	30%	45%	39%	43%	46%	29%
Unsure.....	4%	3%	7%	4%	17%	9%



Alaska Public-At-Large Statewide (n=1000)

Opposition to a Knik Arm bridge is most often believed to be caused by “cost” or “expense” concerns (54%), followed by “anti-development and environmental concerns” (9%), “lack of need” (5%) and “social impacts” (4%).

Question: As far as you know, what is the main reason some people are opposed to the Knik Arm Bridge between Anchorage and the Matanuska-Susitna Borough?

- 54% { 47% Too expensive, cost, waste of money
- 4% Spend money on other transportation needs
- 3% Spend money on other (non-transportation) needs
- 9% Environmental concerns, anti-development
- 5% Not needed, not benefit enough people
- 4% Social impacts -- population increase, too crowded, increased crime
- 3% Not practical, question feasibility and safety
- 2% Pocket-lining, politics, special interests
- 2% Impact on Government Hill
- 2% Impact on downtown traffic, question downtown route
- 1% Won't actually benefit the Valley, won't save time
- 1% Bridge will charge toll
- 1% Will decrease property values
- 1% "Bridge to Nowhere"
- 1% Land issues -- lose farmland, land values increase, not want development
- 1% Miscellaneous
- 13% Don't know, unsure





FINDINGS

ALASKAN ATTITUDES & PERCEPTIONS

Alaska Public-At-Large Statewide (n=1000)

Geographically, references to “expense / cost” lead the list in all areas, but are slightly less common in Mat-Su and Rural areas, where “environmental concerns” (11-12%) are mentioned relatively more often. “Environmental concerns” were also mentioned by respondents in Fairbanks, while 6% of Mat-Su respondents said they thought opposition to the Knik Arm Crossing was related to a perceived “lack of benefit”.

“...main reason some people are opposed...?”

	<u>Mat-Su</u>	<u>Anch.</u>	<u>Fairbanks</u>	<u>Kenai</u>	<u>Southeast</u>	<u>Rural</u>
Too expensive, cost.....	42%	53%	42%	46%	44%	35%
Other transportation needs	2%	5%	4%	5%	2%	2%
Other (non-transportation) needs...	1%	-	4%	3%	8%	6%
Environmental concerns	11%	6%	16%	10%	9%	12%
Not needed	6%	3%	8%	6%	5%	3%
Social impacts.....	5%	3%	2%	4%	3%	5%
Not practical / feasible.....	5%	4%	1%	5%	-	2%
Pocket-lining, politics	2%	2%	4%	3%	2%	4%
Impact on Government Hill	1%	3%	-	1%	1%	-
Impact on downtown.....	1%	4%	1%	1%	1%	1%
Won't actually benefit the Valley ...	6%	-	1%	-	2%	3%
Bridge will charge toll.....	2%	1%	-	1%	1%	-
Will decrease property values.....	2%	1%	-	1%	-	-
“Bridge to Nowhere”	-	1%	2%	1%	1%	-
Land issues / farmland.....	2%	1%	1%	2%	-	2%





Alaska Public-At-Large Statewide (n=1000)

On the other hand, support for a Knik Arm bridge is most often believed to be related to “shorter commute / convenience / save time and fuel / improve traffic / reduce congestion” (47%), followed by “land to expand” (16%) and “economic / employment” advantages (11%).

Question: And what is the main reason some people are in favor of the Knik Arm Crossing between Anchorage and the Mat-Su Borough?

- 47% { 40% Shorter commute, convenience, save time, save fuel
- { 7% Improve traffic / reduce congestion
- 16% Open up land to expand
- 11% Good for economy, jobs
- 5% They will make money, own land there
- 5% Pocket-lining, political, greedy
- 2% Progress, development
- 2% Need improved infrastructure
- 2% Alternate route in/out of Anchorage
- 1% Generally a good idea
- 9% Don't know, unsure

On a geographic basis, “shorter commute / convenience / save time and fuel” is mentioned most often in all regions, but less often in Southeast (36%), while “availability of land” is mentioned most often in the Mat-Su (18%) and Anchorage (19%) areas.

“...main reason some people are in favor...?”

	<u>Mat-Su</u>	<u>Anch.</u>	<u>Fairbanks</u>	<u>Kenai</u>	<u>Southeast</u>	<u>Rural</u>
Shorter commute, less time	35%	42%	45%	38%	33%	41%
Improve traffic / congestion.....	12%	8%	8%	7%	3%	5%
Open up land to expand.....	18%	19%	9%	16%	13%	12%
Good for economy, jobs.....	9%	11%	9%	13%	16%	5%
They will make money	6%	6%	3%	3%	6%	10%
Pocket-lining, political, greedy	3%	6%	3%	4%	3%	3%
Progress, development.....	3%	1%	2%	2%	4%	1%
Need improved infrastructure.....	2%	1%	2%	3%	4%	2%
Alternate route	7%	2%	1%	1%	1%	1%
Generally a good idea.....	1%	-	2%	2%	4%	1%



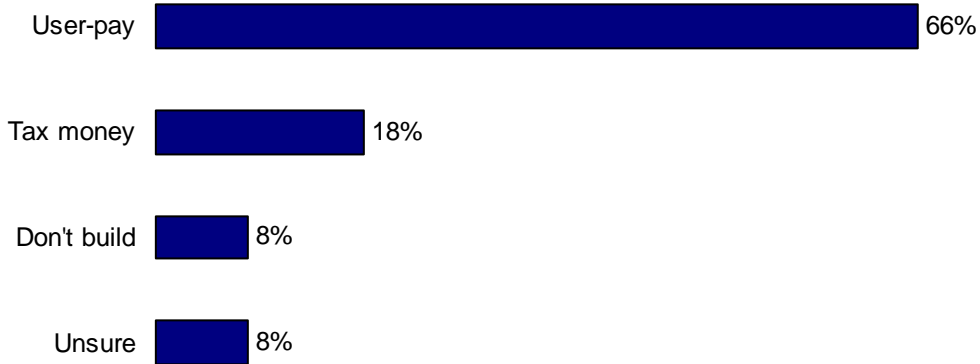


Alaska Public-At-Large Statewide (n=1000)

Approximately two out of three statewide respondents (66%) report they like the idea of “user-pay” financing to pay for most of the expenses associated with a Knik Arm bridge.

Question: The proposed financing for a Knik Arm bridge is different from other bridges and roads in Alaska. The Knik Arm bridge funding plan specifies that most of its construction costs and all of its maintenance and operations expenses would be paid by tolls from users of the bridge, not state or local tax money.

Do you support this mostly user-pay funding plan, or would you prefer tax money be used like on the other Alaska bridges?



Substantial support is reported in each geographic region; however, support is lower (59-63%) in the areas with the greatest potential number of “users”.

“...support user-pay funding or tax money...?”

	<u>Mat-Su</u>	<u>Anch.</u>	<u>Fairbanks</u>	<u>Kenai</u>	<u>Southeast</u>	<u>Rural</u>
User-pay funding.....	63%	59%	74%	75%	76%	65%
Tax money	21%	21%	17%	9%	11%	21%
Don't build bridge	9%	9%	4%	11%	10%	7%
Unsure.....	7%	11%	5%	5%	3%	7%

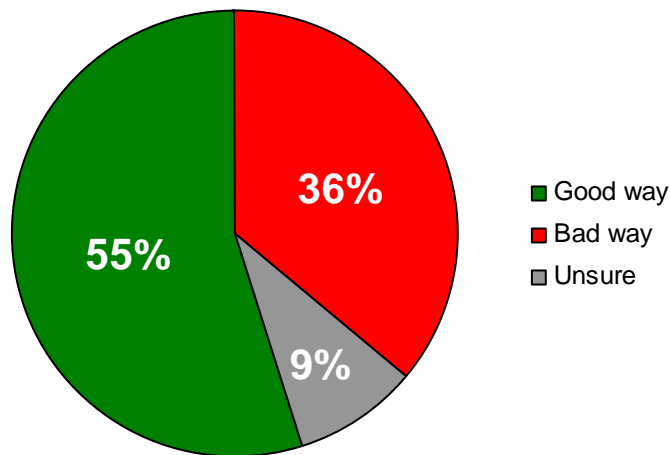


Alaska Public-At-Large Statewide (n=1000)

A majority (55%) of Alaskans report they support the “public / private partnership” aspect of the proposed Knik Arm Crossing bridge project.

Question: In total, the Knik Arm Crossing is proposed to be a public-private partnership. The bridge is estimated to cost approximately \$600 to \$700 million dollars, with the state paying about 10 to 30% percent and the private sector paying the other 70 to 90% The private sector will be responsible for all operations and maintenance and will get its money back and make a profit by charging users a \$4 dollar to \$6 dollar toll to use this bridge.

In your opinion, does this public-private partnership sound like a good way or bad way to build and pay for a Knik Arm bridge?



And support is highly consistently in each geographic area (51-57%).

“...public-private partnership good way or bad way to build and pay for bridge...?”

	<u>Mat-Su</u>	<u>Anch.</u>	<u>Fairbanks</u>	<u>Kenai</u>	<u>Southeast</u>	<u>Rural</u>
Good way	53%	56%	51%	54%	56%	57%
Bad way	36%	37%	40%	35%	34%	31%





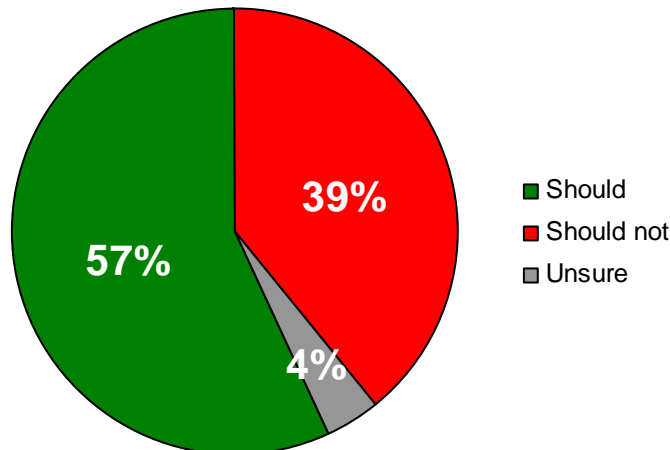
Alaska Public-At-Large Statewide (n=1000)

And altogether, when advised of some basic facts, by a wide margin (57% to 39%), Alaskans report they believe the Knik Arm Crossing toll bridge should be built.

Question: And now I'm going to read some basic facts about a potential Knik Arm Crossing toll bridge:

- 1. The combined population of Anchorage and the Matanuska-Susitna Borough is over 360,000 and the two areas are connected by one four-lane highway.*
- 2. Approximately 40% of the Mat-Su Borough workforce commutes to Anchorage daily over the one highway.*
- 3. The University of Alaska forecasts that the populations of Anchorage and the Mat-Su Borough will increase by over 50% during the next twenty-five years -- which means nearly 200,000 new residents in the areas.*
- 4. The cost of a Knik Arm Crossing bridge is estimated to be \$600 to \$700 million dollars, with the state paying approximately 10 to 30% and bridge users paying between 70 to 90%. The bridge users will also pay for all maintenance and operations.*

That's the basic background. In your opinion, do you feel the Knik Arm Crossing toll bridge should or should not be built?





FINDINGS ALASKAN ATTITUDES & PERCEPTIONS

Alaska Public-At-Large Statewide (n=1000)

Comparing the various geographic regions throughout Alaska, support for the Knik Arm Crossing is highest in the Mat-Su Valley (69%) and Rural areas (62%), and consistently between 53-56% everywhere else.

“...basic background...bridge should or should not be built...?”

	<u>Mat-Su</u>	<u>Anch.</u>	<u>Fairbanks</u>	<u>Kenai</u>	<u>Southeast</u>	<u>Rural</u>
Should	(69%)	(54%)	(53%)	(56%)	(55%)	(62%)
Should not	27%	43%	43%	39%	36%	34%
Unsure.....	4%	3%	4%	5%	9%	4%



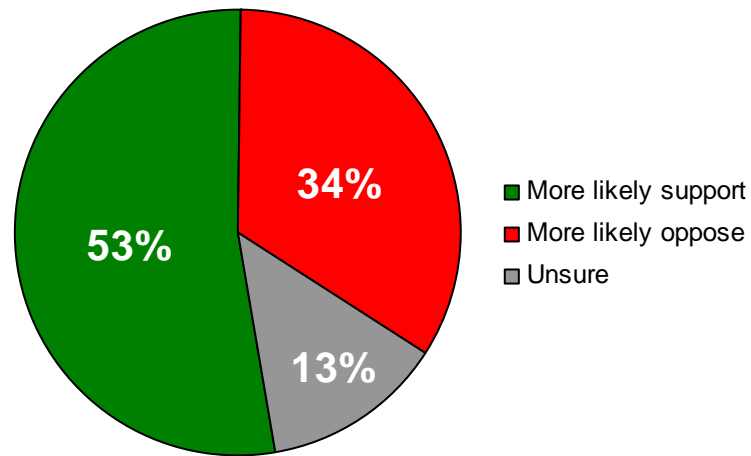


Alaska Public-At-Large Statewide (n=1000)

The availability of up to \$600 million dollars of lower-cost, tax-exempt bonding capability appears likely to increase support for the Knik Arm Crossing.

Question: And now I'm going to read some other information that's not widely known: The Knik Arm Bridge and Toll Authority has obtained \$600 million dollars of private bond capacity which would allow a private company to borrow money to build the bridge on a lower-cost, tax-exempt basis. The private company and not the state, would be responsible for repayment of the bonds.

Does this information cause you to feel more likely to support or oppose building the Knik Arm Crossing?



...with support exceeding opposition in all geographic regions, but slightly lower in Anchorage.

"...\$600 million dollars private bonds... more likely to support or oppose...?"

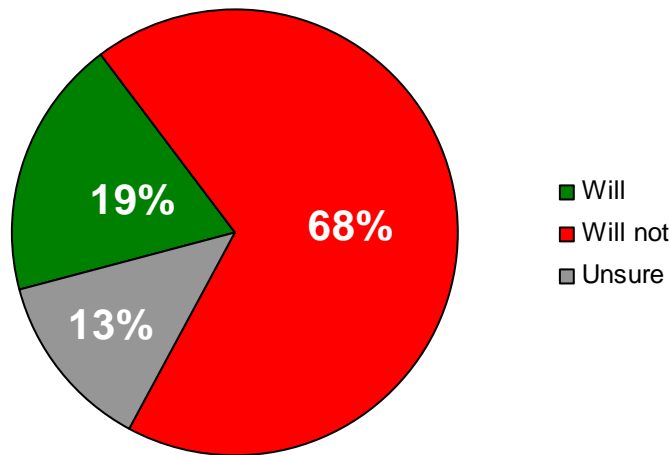
	<u>Mat-Su</u>	<u>Anch.</u>	<u>Fairbanks</u>	<u>Kenai</u>	<u>Southeast</u>	<u>Rural</u>
More likely to support	61%	48%	53%	56%	53%	59%
More likely to oppose	24%	39%	35%	29%	32%	28%



Alaska Public-At-Large Statewide (n=1000)

By a wide margin (68% to 19%) Alaskans statewide report they do not feel the Knik Arm Crossing bridge will give too much power and influence to the Anchorage / Mat-Su Valley area.

Question: Do you feel building the Knik Arm Crossing bridge to connect Anchorage and the Mat-Su Valley will or will not give too much power and influence to that area of the state?



Mat-Su and Anchorage residents (74-83%) strongly disagree that they would gain excessive power and influence from the presence of a Knik Arm bridge; however, public views are different in Southeast -- a plurality (44%) of Southeast residents report they do believe a bridge connecting Anchorage and the Mat-Su Valley would lead to too much power and influence in that area.

“...bridge will or will not give too much power to that area...?”

	<u>Mat-Su</u>	<u>Anch.</u>	<u>Fairbanks</u>	<u>Kenai</u>	<u>Southeast</u>	<u>Rural</u>
Will.....	15%	5%	30%	20%	44%	32%
Will not.....	74%	83%	56%	68%	39%	45%
Unsure.....	11%	12%	14%	12%	17%	23%



Alaska Public-At-Large Statewide (n=1000)

When the most common reasons both for and against building the Knik Arm Crossing toll bridge are presented together, the largest number of Alaskans (56%) report they support building the Knik Arm Crossing. *

*Question: Now I'm going to read some other information... **

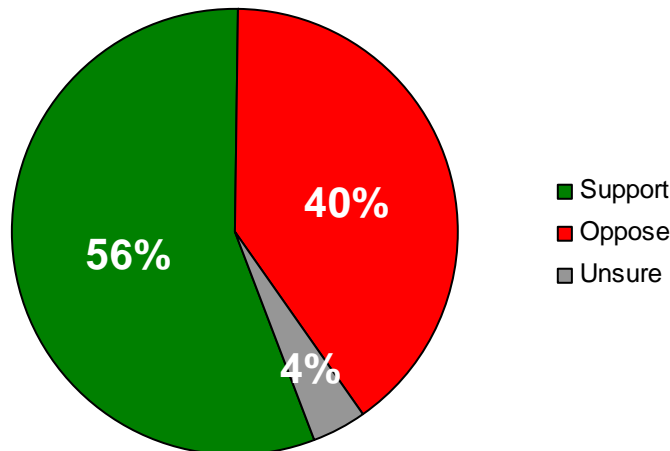
Those in favor of a bridge across the Knik Arm say:

- 1. It's needed, over half of the state's population lives in the two areas and there's only one four-lane highway connecting them.*
- 2. Studies show a bridge will lead to over 14,000 jobs and over \$18 billion dollars in economic growth in twenty-three years.*
- 3. With gas at \$2.50 gallon, the bridge will save over \$40 million dollars a year in vehicle operating expenses.*
- 4. It will reduce high-density housing in Anchorage and provide access to more affordable homes in the Mat-Su Borough where new houses cost approximately \$100,000 less than in Anchorage.*
- 5. By reducing traffic congestion, the Knik Arm bridge will reduce carbon emissions by 80,000 metric tons a year.*

Those opposed to a bridge across the Knik Arm say:

- 1. It's not needed -- car and van pooling, mass transit busses and trains and a ferry will provide all the transportation that will ever be needed.*
- 2. It will primarily only benefit land speculators who have been buying up land in the area.*
- 3. It will cost too much and take money away from other more important transportation needs.*
- 4. The availability of lower cost homes in the Mat-Su Borough will lead to a decline of housing values in Anchorage.*
- 5. It will harm the environment and threaten the endangered beluga whale population.*

Overall, when you weigh the reasons for and against, do you support or oppose building the Knik Arm Crossing toll bridge?



* Note: The presentation of the information was alternated so that half the respondents received the "in favor" descriptions first, while the other half received the "opposed" descriptions first.



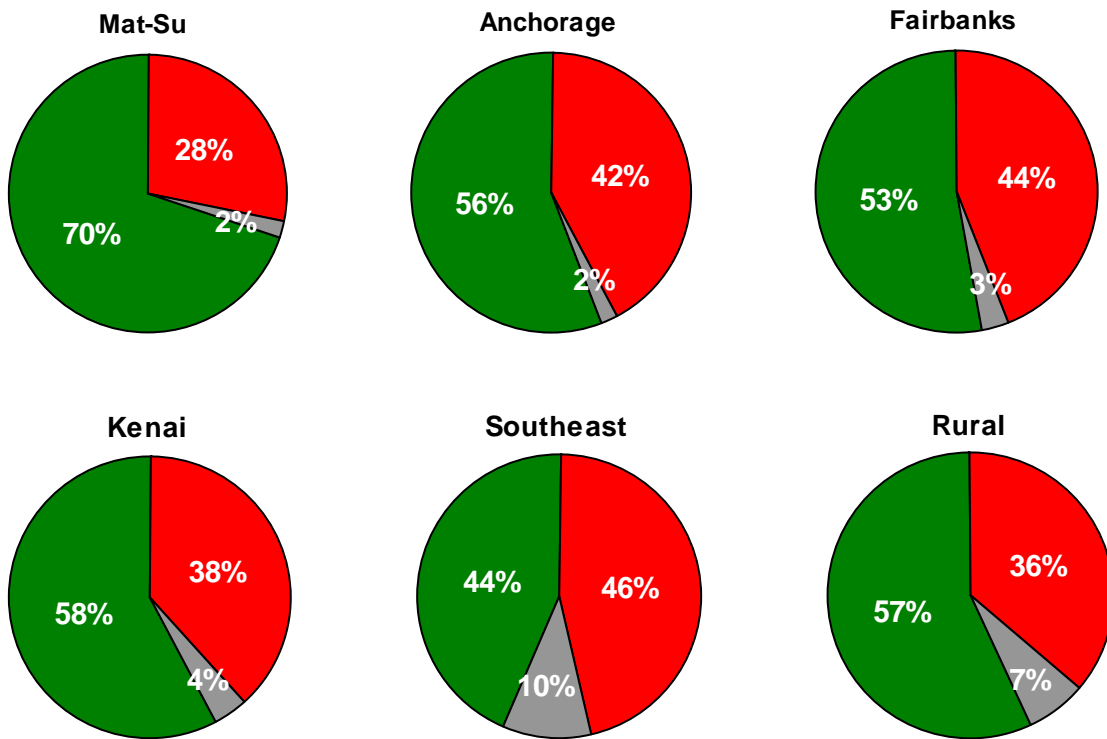


Alaska Public-At-Large Statewide (n=1000)

On a geographic basis, support for building the Knik Arm Crossing bridge exceeds opposition in every region, with the exception of Southeast (44% “support”, 46% “oppose”). Support is highest in the Mat-Su Valley (70%) and virtually identical (53-58%) in the other geographic areas.

“...when weigh reasons for and against...support or oppose building...?”

- Support
- Oppose
- Unsure





Anchorage / Mat-Su Borough (n=450)



Anchorage / Mat-Su Borough (n=450)

Overall, most Anchorage and Mat-Su Valley residents report they believe the current Glenn Highway traffic situation is not good -- with over half (52-57%) reporting “fairly frequent or nearly daily congestion and delays”.

Question: Based on what you’ve read or heard from others, or your own personal experience, how would you rate the current Glenn Highway traffic between the Mat-Su Borough and Anchorage?

	<u>Mat-Su</u>	<u>Anchorage</u>
Very good, with no congestion or delays	3%	2%
Pretty good, but occasional congestion and delays.....	36%	40%
Pretty bad, with fairly frequent congestion and delays.....	31%	28%
Very bad, with nearly daily congestion and delays.....	26%	24%
Unsure	5%	6%

} 57%
} 52%

Note: Glenn Highway traffic is rated particularly bad by Mat-Su residents who commute to Anchorage for work:

Very good, with no congestion or delays	4%
Pretty good, but occasional congestion and delays	28%
Pretty bad, with fairly frequent congestion and delays	30%
Very bad, with nearly daily congestion and delays	35%





Anchorage / Mat-Su Borough (n=450)

And by a very wide margin, Anchorage and Mat-Su residents believe the current highways connecting the two areas will not be adequate over the next 25 years.

Question: Do you feel the current Glenn and Parks Highways between Anchorage and the Mat-Su Valley will or will not be adequate for transportation and commuting over the next 25 years?

	<u>Mat-Su</u>	<u>Anchorage</u>
Will be adequate	17%	21%
Will not be adequate	79%	70%
Unsure	4%	9%

Altogether, the vast majority (67-79%) of Mat-Su Valley and Anchorage residents believe the Knik Arm Crossing bridge should be included in the Southcentral Alaska long-range transportation plan.

Question: Do you feel planning for a Knik Arm bridge should or should not be included in Southcentral Alaska's long-range transportation planning?

	<u>Mat-Su</u>	<u>Anchorage</u>
Should be included	79%	67%
Should not be included	17%	31%
Unsure	4%	2%



Anchorage / Mat-Su Borough (n=450)

Residents of Anchorage are approximately equally split (48% to 46%) regarding whether a tunnel under Government Hill to allow freight to bypass Anchorage is a good reason to build the Knik Arm Crossing, while Mat-Su residents are clearly supportive (66%).

Question: Currently all freight headed north by truck from the Port of Anchorage goes through Anchorage on the way to the Glenn Highway. The Knik Arm Crossing would bypass Anchorage and include a tunnel under Government Hill from the port so the freight could go directly north without going through Anchorage.

Do you feel that is or is not a good reason to build the Knik Arm Crossing bridge?

	<u>Mat-Su</u>	<u>Anchorage</u>
Is good reason	66%	48%
Is not good reason	27%	46%
Unsure	7%	6%



Anchorage / Mat-Su Borough (n=450)

Anchorage and Mat-Su Valley respondents were presented with seven potential negative effects which have been mentioned by critics of a Knik Arm Crossing bridge. In total, a majority of Mat-Su respondents disagreed with all seven potential negative effects, while Anchorage respondents disagreed with five potential negative effects.

Question: The Knik Arm Crossing proposal being considered is a toll bridge, with users of the bridge paying for most of the construction costs and all of the operations and maintenance expenses. I'm going to read some of the different reasons people give both for and against construction of the Knik Arm Crossing toll bridge. Please tell me whether you agree or disagree with their reasons...

<u>Potential Negative Effects</u>		<u>Mat-Su</u>	<u>Anchorage</u>
"The Knik Arm Crossing should not be built because it will attract too many people to the Southcentral area and cause urban sprawl"	Agree	20%	21%
	Disagree	(79%)	(73%)
"The Knik Arm Crossing should not be built because it will impact local housing and a park on Government Hill"	Agree	20%	34%
	Disagree	(74%)	(61%)
"The Knik Arm Crossing will harm the environment and threaten the endangered beluga whale populations"	Agree	21%	29%
	Disagree	(71%)	(63%)
"The Knik Arm Crossing should not be built because it is not needed. Car and van-pooling, busses, a commuter train and a ferry will provide all the transportation options that will ever be needed between the Mat-Su Valley and Anchorage"	Agree	28%	37%
	Disagree	(69%)	(61%)
"Rather than build a bridge, we should increase the size of the Glenn Highway to at least six lanes"	Agree	34%	33%
	Disagree	(63%)	(63%)
"The Knik Arm Crossing will cost too much and take money away from other more important transportation needs"	Agree	32%	(50%)
	Disagree	(65%)	46%
"The Knik Arm Crossing will primarily just benefit land speculators who have been buying up land in the area"	Agree	40%	(55%)
	Disagree	(56%)	42%





Anchorage / Mat-Su Borough (n=450)

Anchorage and Mat-Su Valley respondents were also presented with eight potential positive effects which have been mentioned by advocates of a Knik Arm Crossing bridge. In total, a majority of Mat-Su and Anchorage respondents agreed with seven of the eight potential positive effects.

Question: The Knik Arm Crossing proposal being considered is a toll bridge, with users of the bridge paying for most of the construction costs and all of the operations and maintenance expenses. I'm going to read some of the different reasons people give both for and against construction of the Knik Arm Crossing toll bridge. Please tell me whether you agree or disagree with their reasons...

<u>Potential Positive Effects</u>		<u>Mat-Su</u>	<u>Anchorage</u>
“Anchorage is rapidly running out of usable land and a Knik Arm Crossing will provide more affordable land for residential and commercial use”	Agree Disagree	78% 18%	67% 31%
“The Knik Arm Crossing will be a shorter commute and save fuel and time between much of the western Mat-Su Valley and Anchorage”	Agree Disagree	72% 26%	67% 28%
“People who do not personally use the Knik Arm Crossing on a regular basis will still benefit because it will spread out the growth, and reduce overcrowding and congestion in any one area”	Agree Disagree	78% 20%	60% 36%
“The Knik Arm Crossing should be built because it will better connect the healthy job market in Anchorage with the more affordable housing costs of the Mat-Su Valley”	Agree Disagree	74% 22%	60% 38%
“The Knik Arm Crossing should be built because the bridge will save gas, reduce traffic congestion, cut exhaust emissions and benefit the environment”	Agree Disagree	72% 28%	59% 39%
“The Knik Arm Crossing should be built soon, because Southcentral Alaska is growing – and it will be more expensive later”	Agree Disagree	70% 27%	53% 45%
“The Knik Arm Crossing should be built because it would provide an important economic stimulus for Southcentral Alaska and help reduce the impact of the current recession”	Agree Disagree	64% 33%	50% 48%
“The year 2010 completion of the new one-thousand five hundred inmate state prison near Point MacKenzie on the Mat-Su side makes the Knik Arm Crossing more necessary”	Agree Disagree	47% 47%	35% 55%





[ASKED IN MAT-SU BOROUGH ONLY (n=225)]

A majority (52%) of Mat-Su residents say they don't feel a Knik Arm Crossing will give some Valley communities a competitive advantage over others; however, a fairly large percentage (38%) say they think it would.

Question: If the proposed Knik Arm Crossing is built do you feel it will or will not give some Mat-Su communities a competitive advantage over others?

	<u>Mat-Su</u>
Will give.....	38%
Will not give.....	(52%)
Unsure	10%

Nevertheless, when the overall-user aspects are considered, approximately three out of four Mat-Su residents (76%) report they believe the Knik Arm bridge will provide a good balance of benefits.

Question: A Knik Arm bridge between Point MacKenzie and Anchorage will attract users from Wasilla, Big Lake, Houston and the western part of the Mat-Su Borough. This will reduce traffic and congestion on the Glenn Highway which is used by the Butte, Palmer, Sutton and eastern part of the Mat-Su Borough. Does this seem like a good balance of benefits, or not?

	<u>Mat-Su</u>
Yes, good balance	(76%)
No, poor balance.....	21%
Unsure	3%

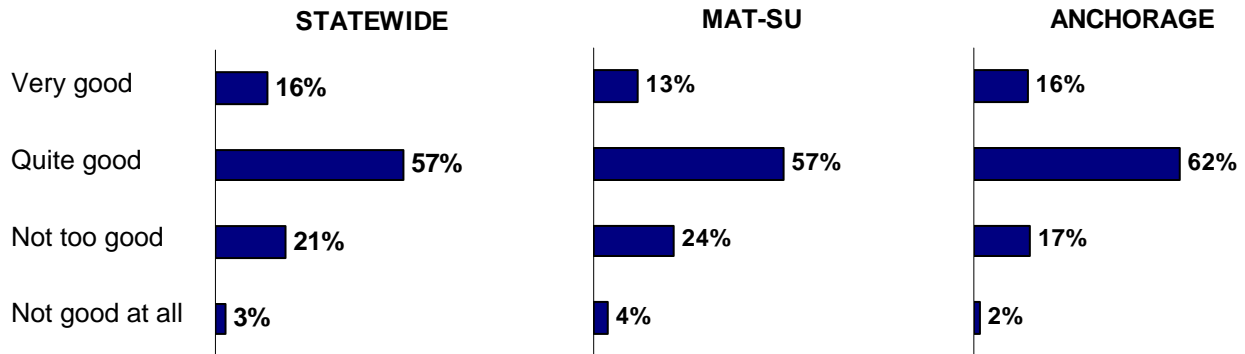
III Summary



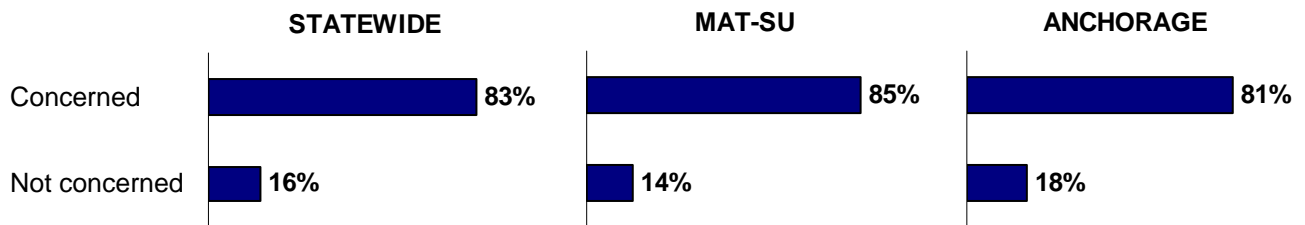


SUMMARY OF FINDINGS

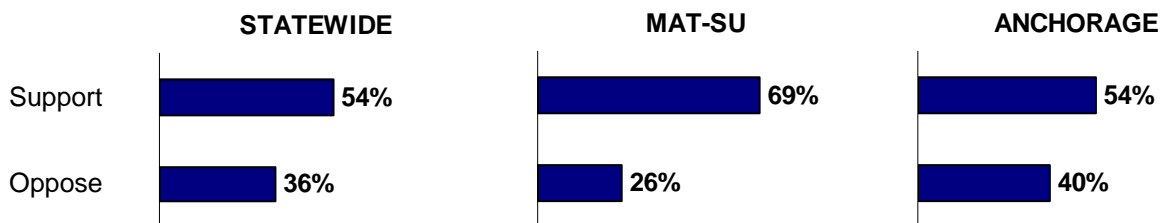
- ◆ Overall, most Alaskans report confidence that the state’s economy looks “quite good”; however, relatively few say it looks “very good” and approximately one out of four say the economic future does not look good.



- ◆ Alaskans report substantial concern that the national economic situation may have a negative effect on Alaska’s economy and jobs.



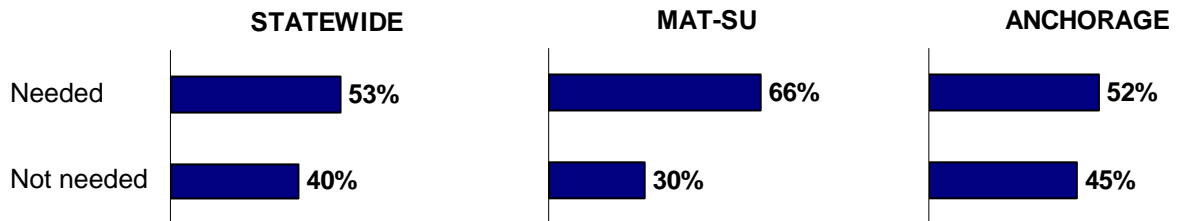
- ◆ Most Alaskans support the legislative mission for the Knik Arm Bridge and Toll Authority.



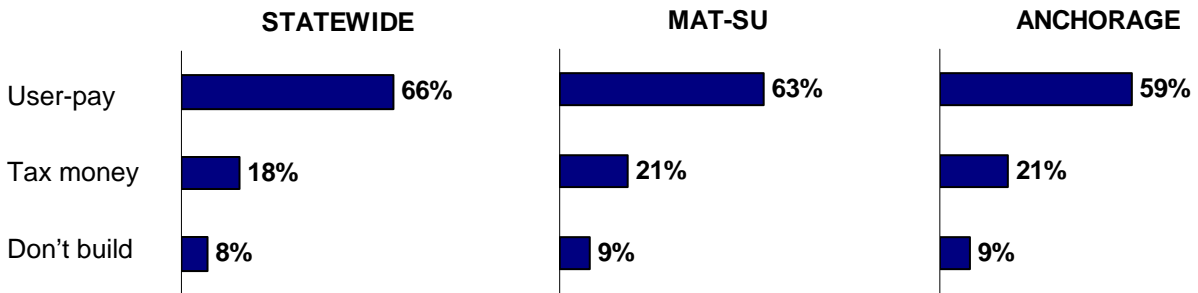


SUMMARY OF FINDINGS (CONT'D)

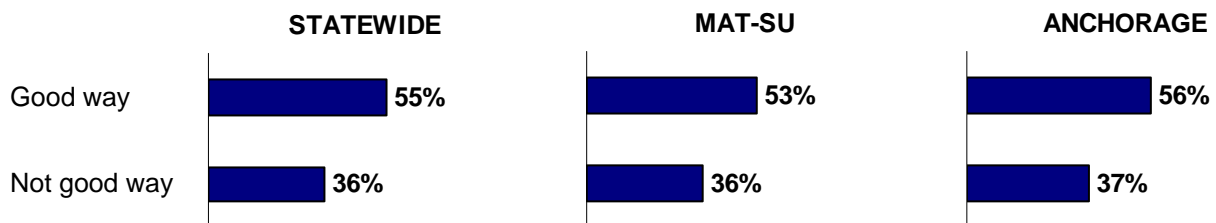
- ◆ The Knik Arm Crossing is believed to be needed in the near future.



- ◆ There is broad support for a user-pay funding plan.



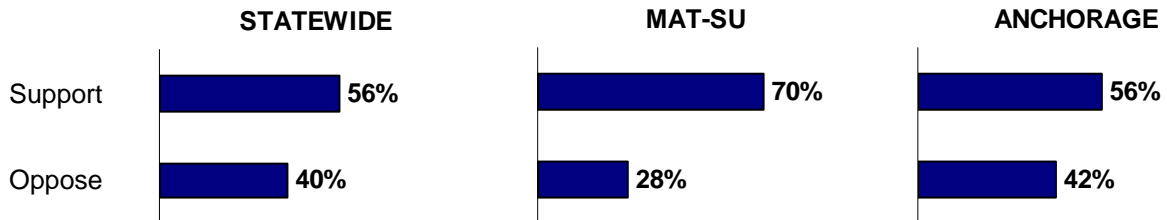
- ◆ Public-private partnership is thought to be a good way to build and pay for a Knik Arm Crossing toll bridge.



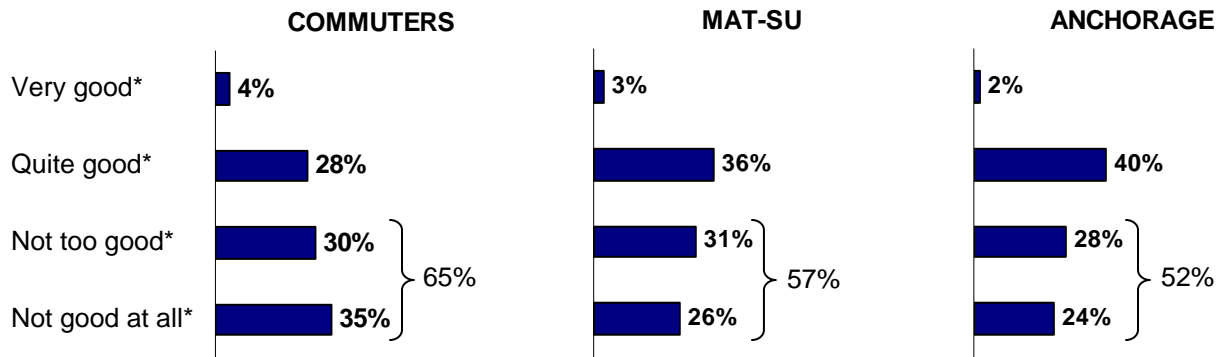


SUMMARY OF FINDINGS (CONT'D)

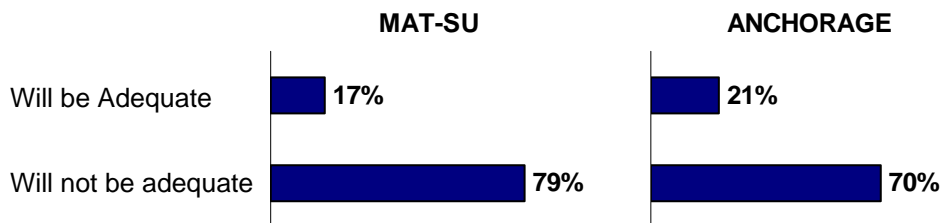
- ◆ On a statewide and Mat-Su / Anchorage basis, a broad majority report they support building the Knik Arm Crossing toll bridge.



- ◆ The current Glenn Highway traffic situation is rated “not good” by people who are most familiar.



- ◆ And the Glenn and Parks Highways are judged to not be adequate for the next 25 years.



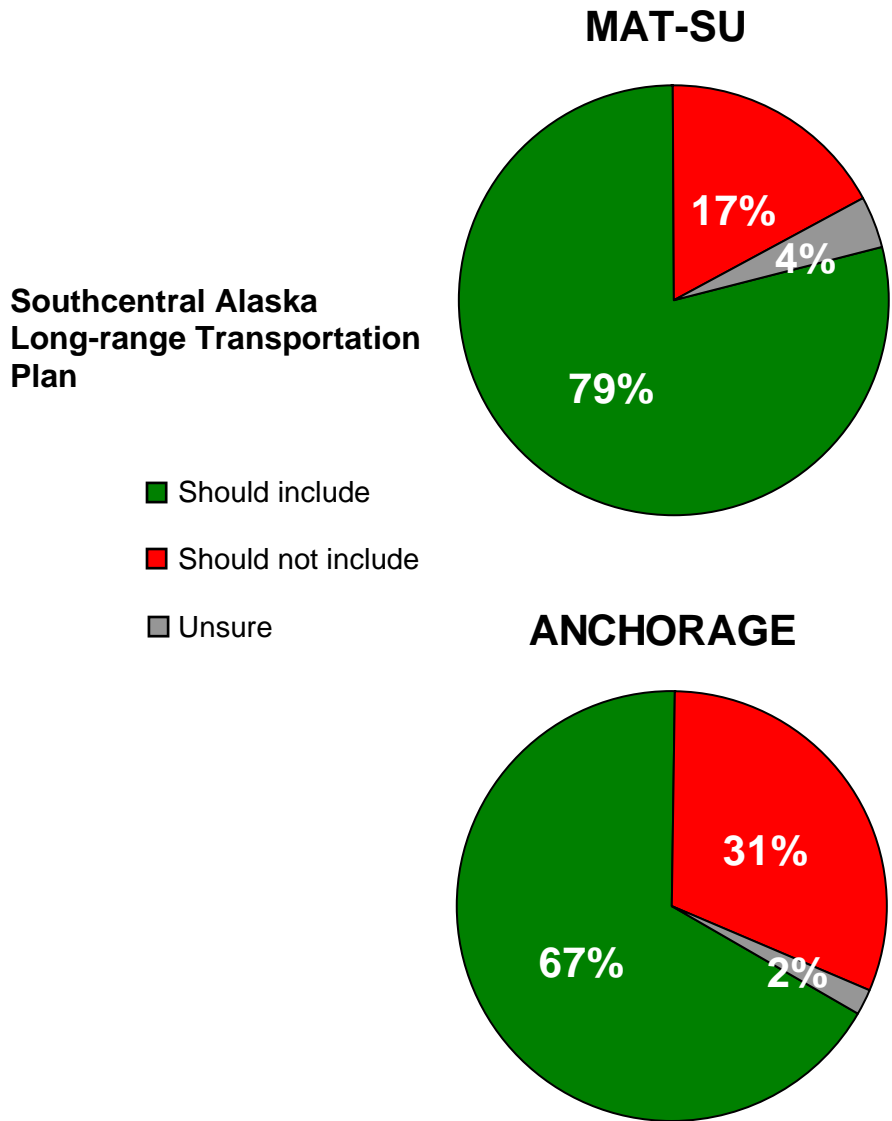
*Note: “Very good, with no congestion or delays”,
 “Pretty good, but occasional congestion and delays”,
 “Pretty bad, with fairly frequent congestion and delays” and
 “Very bad, with nearly daily congestion and delays”.





SUMMARY OF FINDINGS (CONT'D)

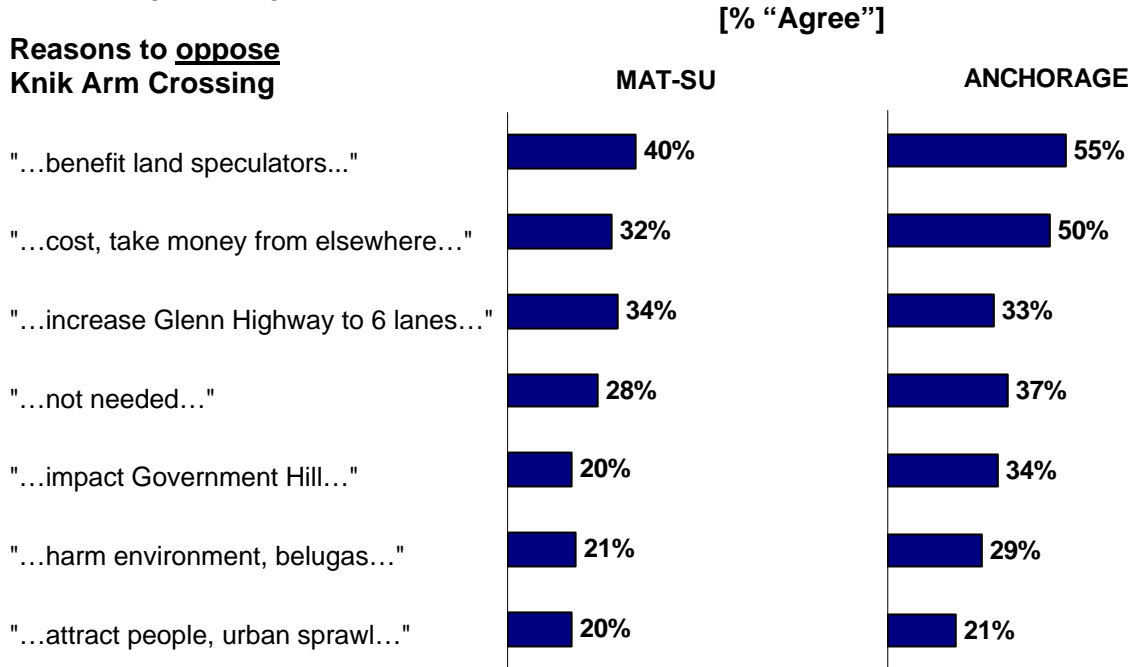
- ◆ By wide margins, Alaskans in the Mat-Su Valley and Anchorage feel the Knik Arm Crossing bridge should be included in Southcentral's long-range transportation plan.



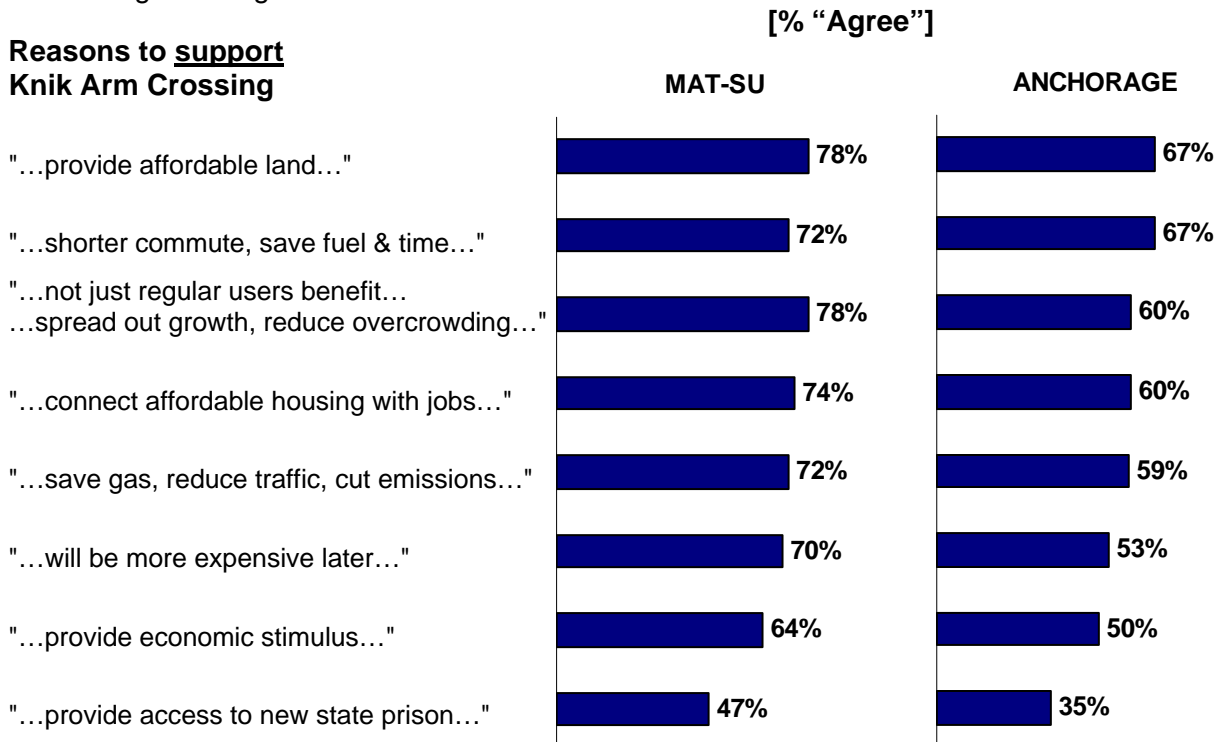


SUMMARY OF FINDINGS (CONT'D)

- ◆ In conclusion, there is little reported agreement for most of the reasons to oppose the Knik Arm Crossing toll bridge.



- ◆ While substantial agreement is reported for most of the reasons to support the Knik Arm Crossing toll bridge.



IV

Appendix





IV APPENDIX: COMPARISON ALASKAN ATTITUDES & PERCEPTIONS

KABATA Opinion Survey: JANUARY 2009

Statewide Issue Analysis: Mat-Su and Anchorage comparison to 2007

Subject	2009		2007		
	MAT-SU	ANCH	MAT-SU	ANCH	
◆ Population of the Mat-Su Borough	Increasing	76%	72%	100%	99%
	Staying the same.....	19%	18%	-	-
	Decreasing	1%	4%	-	-
◆ Population of Anchorage	Increasing	51%	61%	70%	84%
	Staying the same.....	36%	32%	18%	14%
	Decreasing	3%	5%	3%	1%
◆ Public-Private Partnership to build and pay for bridge	Good way	53%	56%	55%	63%
	Bad way.....	36%	37%	38%	27%
◆ When weigh reason for and against -- support or oppose	Support.....	70%	56%	68%	62%
	Oppose	28%	42%	31%	35%
◆ Rate current Glenn Highway traffic situation	Very good	3%	2%	3%	3%
	Pretty good	36%	40%	44%	40%
	Pretty bad	31%	28%	26%	24%
	Very bad	26%	24%	26%	26%
◆ Current Glenn and Parks Highways adequate for next 25 years *	Will be adequate.....	17%	21%	6%	21%
	Will not be adequate...	79%	70%	94%	72%
◆ Include Knik Arm bridge in long-range transportation plan	Should include.....	79%	67%	66%	72%
	Should not include.....	17%	31%	26%	26%
◆ Will give some Mat-Su communities competitive advantage	Will.....	38%	n/a	49%	n/a
	Will not.....	52%	n/a	49%	n/a
◆ Bridge users from western Mat-Su will reduce Glenn Highway traffic -- Good balance of benefits	Yes, good balance.....	76%	n/a	74%	n/a
	No, poor balance	21%	n/a	24%	n/a

* Note: In 2007, this question specified, "The University of Alaska forecasts that the Anchorage and Mat-Su populations will increase by nearly 200,000 residents over the next 25 years."





IV APPENDIX: COMPARISON ALASKAN ATTITUDES & PERCEPTIONS

KABATA Opinion Survey: JANUARY 2009				
Statewide Issue Analysis: Mat-Su and Anchorage comparison to 2007				
Subject	2009		2007	
	MAT-SU	ANCH	MAT-SU	ANCH
REASONS OPPOSED (% agree)				
“Rather than build a bridge, we should increase the size of the Glenn Highway to at least six lanes”	34%	33%	41%	31%
“The Knik Arm Crossing will cost too much and take money away from other more important transportation needs” ¹	32%	50%	45%	44%
“The Knik Arm Crossing will harm the environment and threaten the endangered beluga whale populations” ²	21%	29%	24%	24%
“The Knik Arm Crossing should not be built because it will impact local housing and a park on Government Hill” ³	20%	34%	23%	33%
REASONS IN FAVOR (% agree)				
“Anchorage is rapidly running out of usable land and a Knik Arm Crossing will provide more affordable land for residential and commercial use” ⁴	78%	67%	74%	71%
“People who do not personally use the Knik Arm Crossing on a regular basis will still benefit because it will spread out the growth, and reduce overcrowding and congestion in any one area”	78%	60%	75%	73%
“The Knik Arm Crossing will be a shorter commute and save fuel and time between much of the western Mat-Su Valley and Anchorage” ⁵	72%	67%	50%	74%
“The year 2010 completion of the new one-thousand five hundred inmate state prison near Point MacKenzie on the Mat-Su side makes the Knik Arm Crossing more necessary” ⁶	47%	35%	45%	29%

¹ In 2005: “A Knik Arm Crossing will take money from other needed transportation projects.” In 2007: “A The Knik Arm Crossing will take money away from more important transportation needs.”

² In 2005: “A Knik Arm Crossing will cause serious environmental damage.” In 2007: “The environmental effects of the Knik Arm Crossing are just too high for the inlet’s endangered beluga whales and other fish stock.”

³ In 2007: “The Knik Arm Crossing should not be built if it will impact local housing and part of a park on Government Hill.”

⁴ In 2005: “A Knik Arm Crossing will provide more residential land and lead to lower housing prices.” In 2007: “Anchorage is rapidly running out of usable land and a Knik Arm Crossing will provide more residential land and lower housing costs.”

⁵ In 2005: “A Knik Arm Crossing will save time and be a shorter commute between the Mat-Su Valley and Anchorage.” In 2007: “A Knik Arm Crossing will be a shorter commute and save fuel and time between much of the Mat-Su Valley and Anchorage.”

⁶ In 2007: “Plans to build a large, new state prison near Point MacKenzie on the Mat-Su side makes the Knik Arm Crossing more important.”

