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Knik Arm Bridge and Toll Authority

FURTHERING THE REGIONAL DEVELOPMENT OF SOUTHCENTRAL ALASKA.

The proposed Knik Arm Bridge delivers economic growth and infrastructure for efficiency, access and safety in Southcentral Alaska

- The Knik Arm Bridge will reduce the road travel time from Anchorage to and from the Interior by between 60 and 80 miles round trip.
- This improvement in travel efficiency will reduce the cost of moving people, goods and services between Anchorage, the western Mat-Su and the Interior. This will result in an increase in both consumer disposable income and reduced business costs.
- The Knik Arm Bridge will also lower the cost of access to additional large tracts of developable land on the west side of Upper Cook Inlet, potentially reducing congestion on Anchorage streets and providing another outlet for growth in the Anchorage Bowl.
- The Knik Arm Bridge will provide a much-needed, second arterial in and out of Anchorage to provide access to regional airports, hospitals and ports. Currently there is one road in and out of town to the Lower 48.

A bridge to connect 53% of Alaska's population

"The Knik Arm Crossing project opens up access to the largest block of undeveloped land in Southcentral. The crossing forms the cornerstone for a powerful, single economic zone that encompasses Anchorage and the Mat-Su."

– Bob Poe, CEO, Anchorage Economic Development Corporation

- The proposed Knik Arm Toll Bridge would CONNECT Anchorage, Alaska's largest community, with the Matanuska-Susitna Borough (Mat-Su), the 28th fastest growing "county" in the United States.
- A University of Alaska study predicted the Mat-Su population will continue to grow by 200,000 by 2030.
- 44% of the Mat-Su workforce commutes to Anchorage area businesses and this figure is growing by about 1,000 cars annually.
- The Knik Arm Toll Bridge supports future population and economic growth predictions.
- The proposed bridge will cross the Knik Arm approximately one mile north of the Port of Anchorage on the eastside and Port MacKenzie in the Mat-Su.
- The project will bring improved regional transportation infrastructure, connectivity and system redundancy.
- It provides an alternative transportation corridor for safety considerations.
- Economists believe that the primary employment center will remain in Anchorage while Mat-Su will be home for more of our growing population.

The bridge does not take funding from other projects

- The project can be built without any additional public road dollars.
- Private investors have \$150 billion of equity ready to invest in infrastructure.
- Future users pay bridge construction/operation through toll revenue.
- Federal funding for Knik Arm Bridge have already been received and dedicated to the project.

Experimental ferry won't meet traffic demand

The Mat-Su Borough is constructing a twin-hulled catamaran ferry to link Port MacKenzie and Anchorage. This service is scheduled to start summer of 2008 and will be capable of carrying 20 vehicles and 115 passengers the 2.6-miles between the two ports.

A Public-Private Partnership brings \$5 of private funds for every \$1 dollar of public funds in construction dollars

- Toll revenues, NOT the taxpayer or property owner, will pay back private investors.
- Private sector assumes the financial risks.

"P3s (Public-Private Partnerships) are an increasingly attractive way for entities across the country to take advantage of the private sector's strengths of financial capability, technology, creativity and flexibility to supplement the traditional process of financing, building and operating public-use infrastructure."

– George Wuerch, KABATA Board Chairman and Former Mayor of Anchorage

The proposed Knik Arm Crossing delivers regional connectivity and statewide economic benefits

The proposed Knik Arm Bridge is a State of Alaska regional transportation priority designed to meet the **future economic and growth demands** of the Mat-Su Valley and Anchorage.

The Knik Arm Bridge can provide the synergy in terms of logistical flexibility to benefit both the **Port of Anchorage and at Port MacKenzie** to the extent that a regional cooperative agreement can be reached. This could be implemented by establishing an Upper Cook Inlet Port Authority to operate both ports for the benefit of both Anchorage and Mat-Su Borough.

A bridge across Knik Arm will keep the companies who support **oil and gas development** on the North Slope more competitive by reducing the cost of doing business.

The Knik Arm Bridge will help **regional tourism industry** grow as it opens access to new markets, reduces travel time between

venues and cuts the expense of maintaining a vehicle fleet on the road. It also creates a direct highway route between Kenai Peninsula and the Mat-Su Valley for expanded tourism opportunities.

The Knik Arm Bridge will improve the economic well-being of the people who live in Southcentral and Interior Alaska.

“The Alaska AFL-CIO strongly supports responsible economic development that benefits our members and our communities. The Knik Arm crossing is a \$600 million construction project that fits this bill. It will be a complex project with a need for the type of quality resident construction workers produced by our union apprenticeship programs. Our members look forward to building this long overdue project with the Knik Arm Bridge and Toll Authority.”

– Vince Beltrami, President, Alaska AFL-CIO

Beluga whales should easily tolerate bridge

An exhaustive, \$2 million study suggests Beluga whales can navigate large obstacles, such as bridge piers, using echolocation, a technique similar to bat sonar. For this reason, scientists believe Belugas will easily navigate Cook Inlet once the bridge is in place. Further, studies recommend moving the bridge as far away from known Beluga gathering areas such as Sixmile Creek so the preferred bridge alignment is the Southern Alignment. The time of greatest concern for beluga whales is during construction when high-impact pile driving noise occurs so therefore, the bridge alternative with the fewest number of piles is currently preferred, meaning less disruption to belugas.

“That construction of a Knik Arm Crossing will help sustain the quality-of-life goals of the Anchorage 2020 Comprehensive Plan, and that the Anchorage Assembly supports a Knik Arm Crossing, subject to the resolution of the required economic and environmental issues.”

– Anchorage Assembly Resolution AR 2005-268

“...Alaska needs the Knik Arm Bridge now. Downtown business needs the individuals from the Valley to be able to shop in Anchorage without the trip into town being life threatening. The bridge ties Anchorage seamlessly to the Valley. It will unite the city and encourage growth.”

– Elaine S. Baker, owner of Elaine S. Baker and Associates Inc.

Government Hill to gain parkland

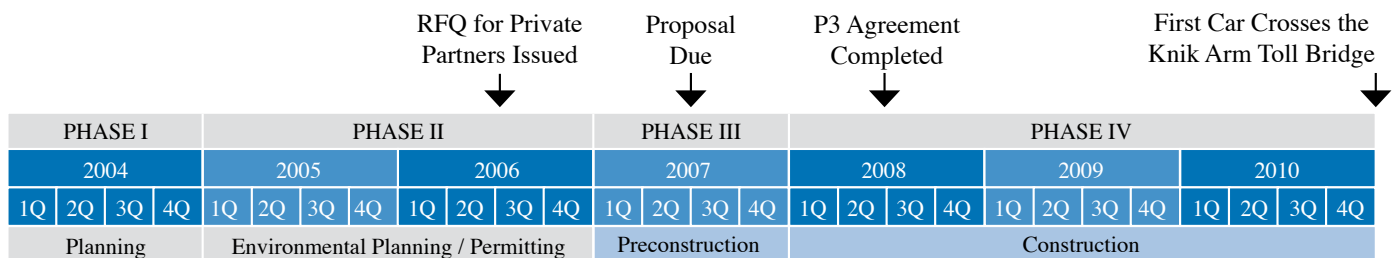
Some residents on Government Hill have voiced concerns about moving forward with this project, but unless it is included in the long-range plan, there won't be a vehicle available to the city to try to bring all parties together to assure the safest, best and least detrimental route for the bridge.

Current area plans include:

Cut and cover tunnel to be built under Government Hill creates new, two block park

Deagen street exist is the preferred route

Plan impacts existing Heritage park and about two dozen homes that will be displaced.



(Environmental Record of Decision)