

Knik Arm Toll Bridge

Facts Checklist

✓ **Project Cost:**

About 80% of the project construction costs and all of its operations and maintenance costs will be covered by tolls paid by Alaskans.

✓ **Project Funding:**

The Bridge is planned to be constructed using a Public-Private Partnership that will leverage the limited public funds available for this project.

✓ **Improved Intrastate Connection:**

Anchorage and the Matanuska-Susitna Borough (Mat-Su), separated by the 35-mile-long Knik Arm of Upper Cook Inlet, are currently connected by a single highway – the Glenn Highway.

- In an area containing 53% of the state's population, this Bridge will provide the second connection between Alaska's largest city and economic hub (Anchorage, population 280,000) and the 35th fastest growing county in the U.S. (Mat-Su, population 82,000).
- By 2030 the combined population of Anchorage and the Mat-Su is expected to grow by over 50%. The area will then contain over 60% of the State's population.
- The Knik Arm Bridge will provide the only alternative route to the Glenn Highway for transportation, emergencies, and public safety.
- The Knik Arm Bridge will provide intermodal connectivity and a more direct route to the Interior Alaska and the oil rich North Slope.

✓ **Strategic Location:**

This Bridge will connect two strategic ports and facilitate the construction of the Alaska Natural Gas Pipeline and the development of other natural resource projects needed by Americans to decrease dependency on foreign energy.

- The Port of Anchorage was recently designated as one of 16 strategic seaports in the U.S. by the Department of Defense. It provides approximately 90% of the container freight arriving in Alaska serving Anchorage, the Mat-Su, Fairbanks, the Interior, and the North Slope.
- Mat-Su's Port MacKenzie is North America's northern most deep-draft dock. Its strategic location provides access to natural resource development projects and capabilities to export natural resources from Interior Alaska.

✓ **Economic Development:**

Economists predict that an additional \$18 billion in regional economic development and activity will be facilitated by the Bridge in its first 20 years of operation.

✓ **Project Budget:**

Approximately \$138 million of public funds have been allocated to the project, which includes \$105 million of Federal Highway Administration funds and \$33 million of State funds. About \$42 million has been expended by KABATA for the project since September 2003 of which \$36 million was invested in developing the Environmental Impact Statement.