



# KNIK ARM CROSSING

An Essential Project—  
The Time to Build is Now

ESSENTIAL  
INFRASTRUCTURE  
**Ready to Build**

# Knik Arm Bridge and Toll Authority BY THE NUMBERS

**1.74-mile**  
bridge span

**75 million**  
pounds of steel  
(19,000 F150 pick-up trucks)

**1,500 jobs**  
(estimated)  
for four years  
of construction

**18 miles**  
of roads including  
abutments, ramps

**4.5 million**  
cubic yards of gravel  
and rip rap (over  
260,000 side dumps)

**14,000 jobs**  
(estimated)  
25 years after  
bridge opening

## An economic powerhouse

- Lowers freight costs to Interior by \$300 million in first 10 years
- Saves Alaska drivers more than \$300 million in gas costs
- Improves access to Goose Creek Correctional Center,  
**saving the state \$30 million in the first 10 years**
- Connects Port of Anchorage and Port MacKenzie to better serve the state

• Opens land for commercial,  
industrial and residential  
development to support  
population growth

**14-square-mile**  
industrial district at  
Port MacKenzie

**25%** of the private land  
in Alaska is in Mat-Su

• First leg for access to  
western Cook Inlet resources



Coal



Oil and Gas



Geothermal



Hydroelectric

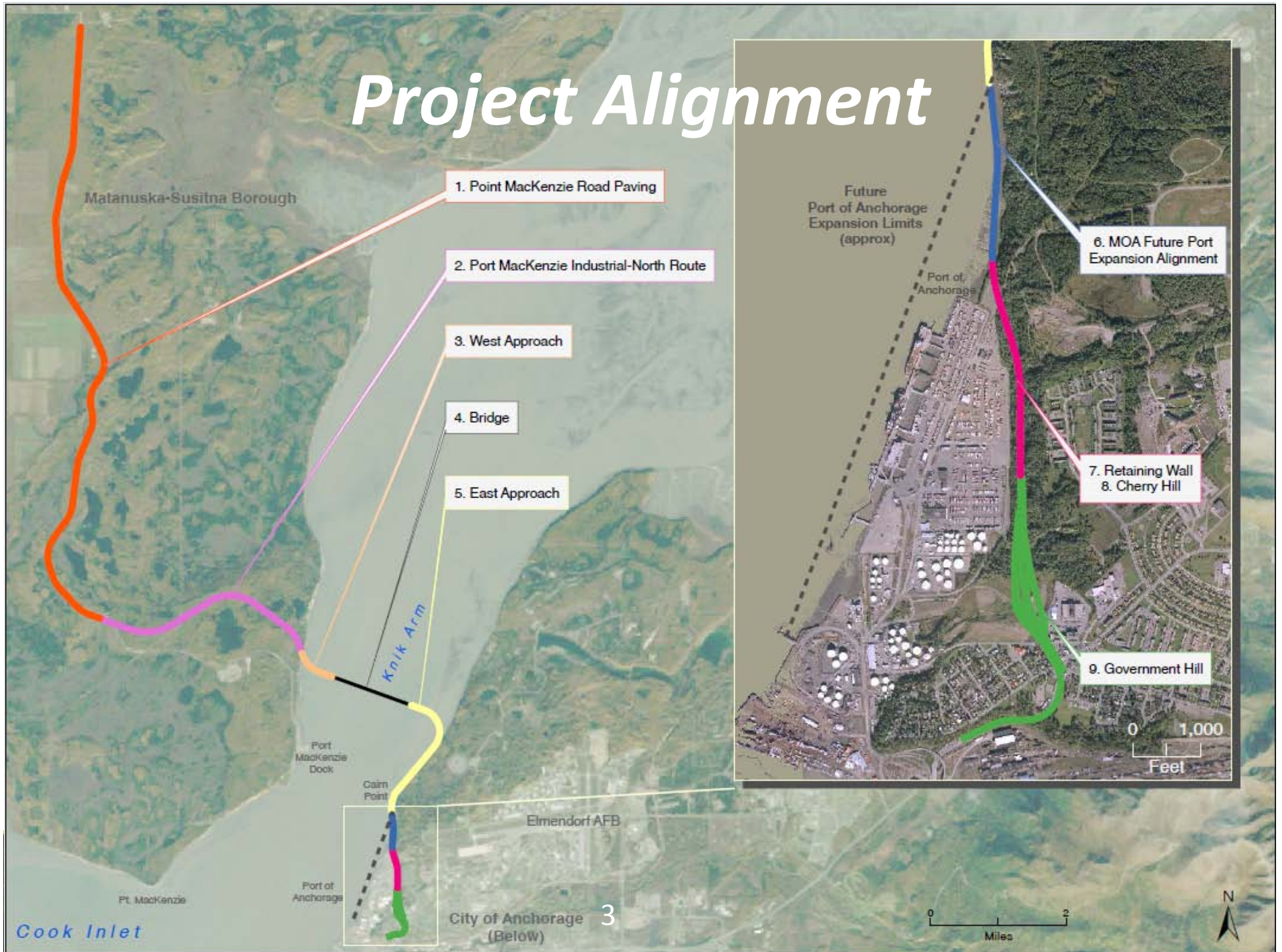
For the sake of our  
**HEALTH & SAFETY**

**Reduces carbon emissions** by more than 650,000 metric tons in the first 10 years

**Alternative to Glenn Highway** for safety, security, emergencies and accidents

Now is the time to build this critical infrastructure

# Project Alignment



## *Need for the Bridge in Anchorage and MatSu*

- Point MacKenzie : 82 miles by existing road; five miles with bridge
- Relief valve for Southcentral growth:
  - Anchorage Industrial Land
  - Anchorage Housing Market
  - 14 square mile industrial district at Port MacKenzie
  - 25% of Alaska's private land located in Mat-Su
- Freight to Interior and further north can bypass Anchorage and Wasilla using bridge



# Preconstruction Activities

## Right of Way:

- Private parcels acquired, final one under agreement
- Railroad lots under active negotiation with Railroad and lessees
- Working with government agencies on remaining parcels (MSB, UA, JBER)

## Key Permits:

- Corps of Engineers Section 404 permit—record of decision under internal review
- Coast Guard Section 9 permit—finished public comment
- NMFS LOA—application filed
- Alaska DEC 401 Water Quality Permit—completed 9.2012

# Here's our path towards construction in 2015-2019

1.

## Secure needed legislation

Establish project reserve fund similar to other State of Alaska reserve funds, including:

- Alaska Student Loan Corporation capital reserve fund
- Alaska Housing Financing Corporation capital reserve fund
- Alaska Industrial Development and Export Authority capital reserve fund

*This fund would allow the State to make payments to the private partner in the early years when toll revenue is growing. These payments, called "availability payments" would be made once the facility is open to the public.*

2.

## Verify traffic and revenue projections

Most comprehensive studies ever completed for a transportation project in Alaska

- Commission independent peer review
- Update traffic and revenue numbers



3.

## Move project forward

- Complete right of way and permitting
- Issue RFP and select developer



4.

## Keep Alaskans up-to-date

- Increase public information and outreach



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[www.knikarmbridge.com](http://www.knikarmbridge.com)

Phone: (907) 269-6698



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