

THE TIME IS NOW

For the first time in half a century, the time is right to build the Knik Arm Crossing. Anchorage has depleted virtually all of its developable land. Without access to less expensive land on the west side of Knik Arm, our young people may never realize the American dream of home ownership.

Southcentral Alaska needs an alternative north-south connection to handle projected growth and to provide a second route for emergency response and disaster evacuation.

Anchorage based businesses with large land needs, such as those that fabricate modules for use on the North Slope and for other industrial applications, need access to less expensive land. Alaska works hard to nurture this value-added business but it needs room to expand to get ready for the development of the state's nature resources.

The University of Alaska predicts the area's population will grow by nearly 200,000 by 2030. Alaska must take action now to accommodate this growth, a process that should include a Knik Arm bridge.



Knik Arm Crossing (yellow) will connect 54 percent of Alaska's population.

LEARN MORE

The definitive studies of the project are in the draft environmental impact statement. It, and other project documents, are available at www.knikarmbridge.com.



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Artist rendering of the Knik Arm Crossing.

Let's build it.

OPENING NEW HORIZONS IN THE LAST FRONTIER

BRINGING ALASKA TOGETHER

For more than 50 years, the residents of Southcentral Alaska have looked for a way to build a bridge that better connects most of the state's population. A bridge over Knik Arm would link Alaska's largest community with the 27th fastest growing "county" in the nation, opening much-needed developable land, improving transportation connectivity and the flow of freight in the region.

A Knik Arm Crossing would provide:

- An alternative transportation route between Anchorage and the Matanuska-Susitna Borough.
- Reduction in the cost of moving people, goods and services within the region.
- Access to land needed to support continued population and economic growth estimates.
- Support for future population and growth predictions.
- Long-term economic benefits and jobs.
- Easier access to popular recreational areas.

IN THE PUBLIC WELFARE

The Alaska Legislature created the Knik Arm Bridge & Toll Authority (KABATA) in 2003 to "develop, stimulate, and advance the economic welfare of the state and further the development of public transportation systems in the vicinity of Upper Cook Inlet with construction of a bridge to span Knik Arm." As a public corporation, the State empowered KABATA to sell revenue bonds, establish user fees to fund and operate the project, and enter into partnerships with the private sector.

A BRIDGE IN THE MAKING

KABATA is developing a cost-affordable, vehicular toll bridge that crosses Knik Arm about 1 mile north of the Port of Anchorage and connects to Port MacKenzie on the north west side of the Arm. The 2-mile crossing is designed to help serve the region's current and projected transportation needs.

A PUBLIC-PRIVATE PARTNERSHIP

Over three-fourths of the funding for the project will come from the private sector, making this project unique in Alaska. KABATA plans to enter into a public-private partnership with a private consortium to finance, design, build and operate the project. This type of partnership is becoming a common way to finance and operate major infrastructure improvements. It has been used with great success for bridges, roads and tunnels in the United States and around the world.

Two consortiums that include some of the world's largest financial, construction and engineering companies have been qualified by KABATA and will be asked to submit formal proposals to finance, build and operate the bridge.



PUBLIC SUPPORT REMAINS HIGH

Residents of the Municipality of Anchorage and the Matanuska-Susitna Borough strongly support this project, as do Alaska's Governor, Legislature and Congressional Delegation. According to research by Dittman Research and Communications Corporation, **more than 64 percent of residents want the bridge built now**. This number has remained consistent for the past three years.

The Alaska Legislature has appropriated approximately \$130 million in federal and state funding.



KABATA does not need additional public money to complete the project.