# Knik Arm Bridge and Toll Authority (KABATA)

- Established by Alaska Legislature in 2003 under Alaska Statute 19.75 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 with construction of a bridge to span Knik Arm and connect the Municipality of Anchorage and the Matanuska-Susitna Borough."

## Population Statistics

Region	Actual Population 1985 <sup>1</sup>	Actual Population 2010 <sup>1</sup>	Forecast Population 2035 <sup>2</sup>	Actual Change 1985 to 2010	Forecast Change 2010 to 2035	Percent Change 1985 to 2010	Percent Change 2010 to 2035
Anchorage	226,848	291,826	354,490	64,978	62,664	28.6%	21.5%
Mat-Su	37,280	89,737	190,873	52,457	101,136	140.7%	112.7%
Region	264,128	381,563	545,363	117,435	163,800	44.5%	42.9%

- 1. U.S. Census Bureau July 1, 1985 estimate and April 2010 actual count.
- 2. ISER population forecast growth rates applied to 2010 decennial census count.

## Population Growth Drives Traffic Increases

Location	1985 Average Annual Daily Traffic	2010 Average Annual Daily Traffic	2035 Forecast Average Annual Daily Traffic *	Forecast Increase in Daily Traffic 2010-2035
Eklutna	15,682	29,664	65,000	35,336
Hiland Road	33,555	52,824	110,000	57,176

<sup>\*</sup> Forecast assumes traffic without the bridge.

## What Happens Without the Bridge?

- State has to accommodate transportation needs to maintain existing level of service:
  - 6 lane improvements on Glenn Highway from Eagle River to Wasilla
  - 8 Iane improvements on Glenn Highway from South Eagle River to 5<sup>th</sup> Avenue
  - Parks Wasilla Bypass
  - Network improvements in Palmer/Wasilla corridor
- ≈\$3 billion total cost with no toll revenue \*

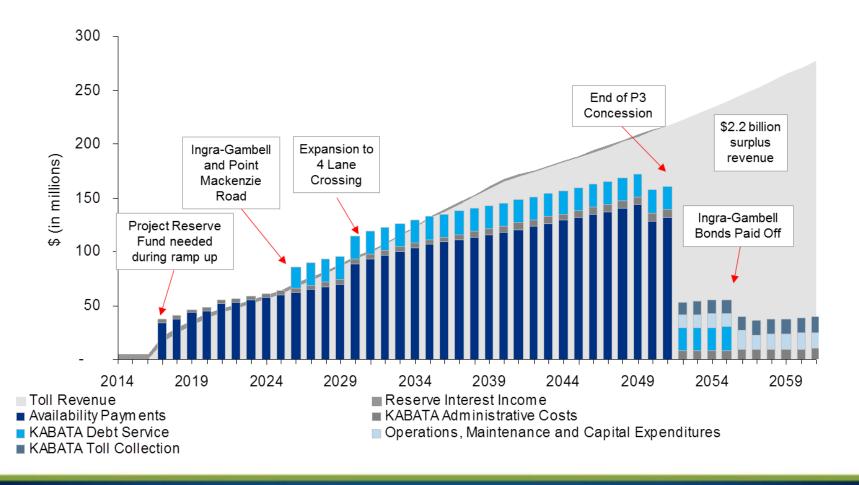
<sup>\*</sup> Estimate per 2008 Statewide LRTP prepared by ADOT&PF

#### P3 Risk Allocations

	<u>State</u>	<u>Private</u>
<ul> <li>Financing/Refinancing</li> </ul>		
<ul> <li>Design</li> </ul>		
<ul> <li>Build</li> </ul>		
<ul> <li>Operations and Maintenance</li> </ul>		
<ul> <li>Toll Collection</li> </ul>		
<ul> <li>Toll Revenue</li> </ul>		
<ul> <li>Capacity improvements<sup>1</sup></li> </ul>		

<sup>1.</sup> KABATA responsible for Ingra-Gambell connection and Point Mackenzie Road upgrade to four lane. Developer responsible within concession alignment.

## KABATA Projected Obligations and Toll Revenues (33% TIFIA)



#### Benefits for Alaskans

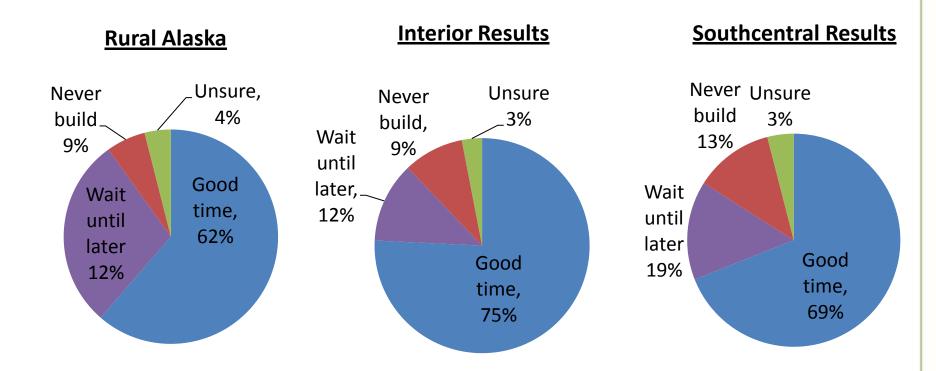
- Economic stimulus:
  - \$715 million of new infrastructure
  - 1,500 jobs for 4 years of construction
- Lowers cost for freight to Interior \$300 million truck freight savings first 10 years
- Lowers cost for Alaskan drivers \$300 million pocketbook savings first 10 years
- Reduced carbon emissions Over 650,000 metric tons first 10 years

### Benefits for Alaskans (continued)

- Alternative to Glenn Highway for safety, security, emergency, and accidents
- Access to land for commercial, industrial and residential development and to support population growth
- Improved access for Goose Creek Correctional Center -\$30 million savings first 10 years
- Connects Port of Anchorage and Port MacKenzie to better serve the State
- First leg for access to western Cook Inlet resources (Coal, Oil and Gas, Geothermal, Hydroelectric)

## Alaskans Recognize Bridge Value

Overall, when everything is considered, would you say now is a good time to build the Knik Arm Bridge, should we wait until later, or should it never be built?



Dittman Research and Communications Alaskan Attitudes and Perceptions Survey, November - December 2011.