



KNIK ARM CROSSING



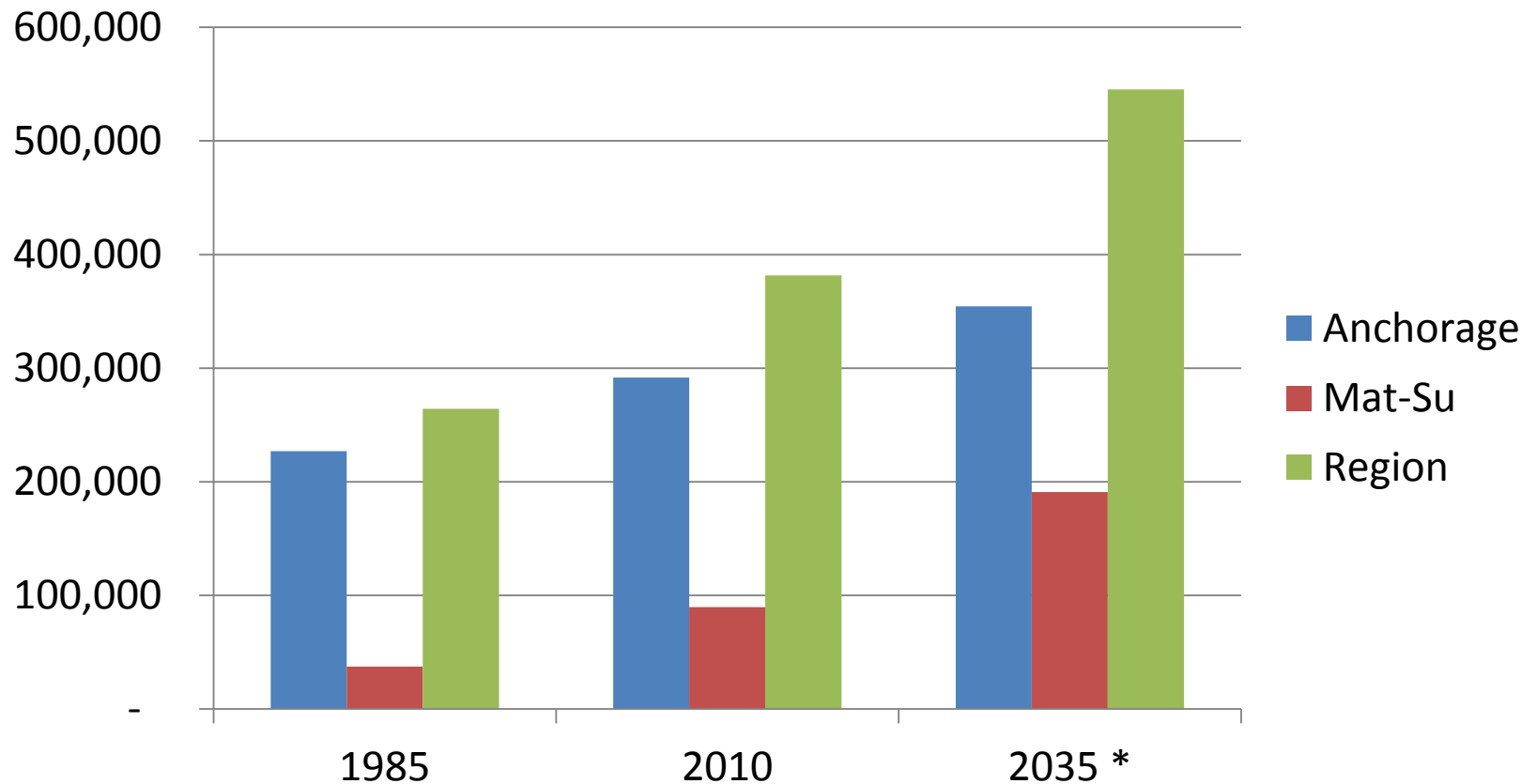
Delivering Statewide benefits, regional connectivity and economic growth.

www.knikarmbridge.com

House Finance Committee

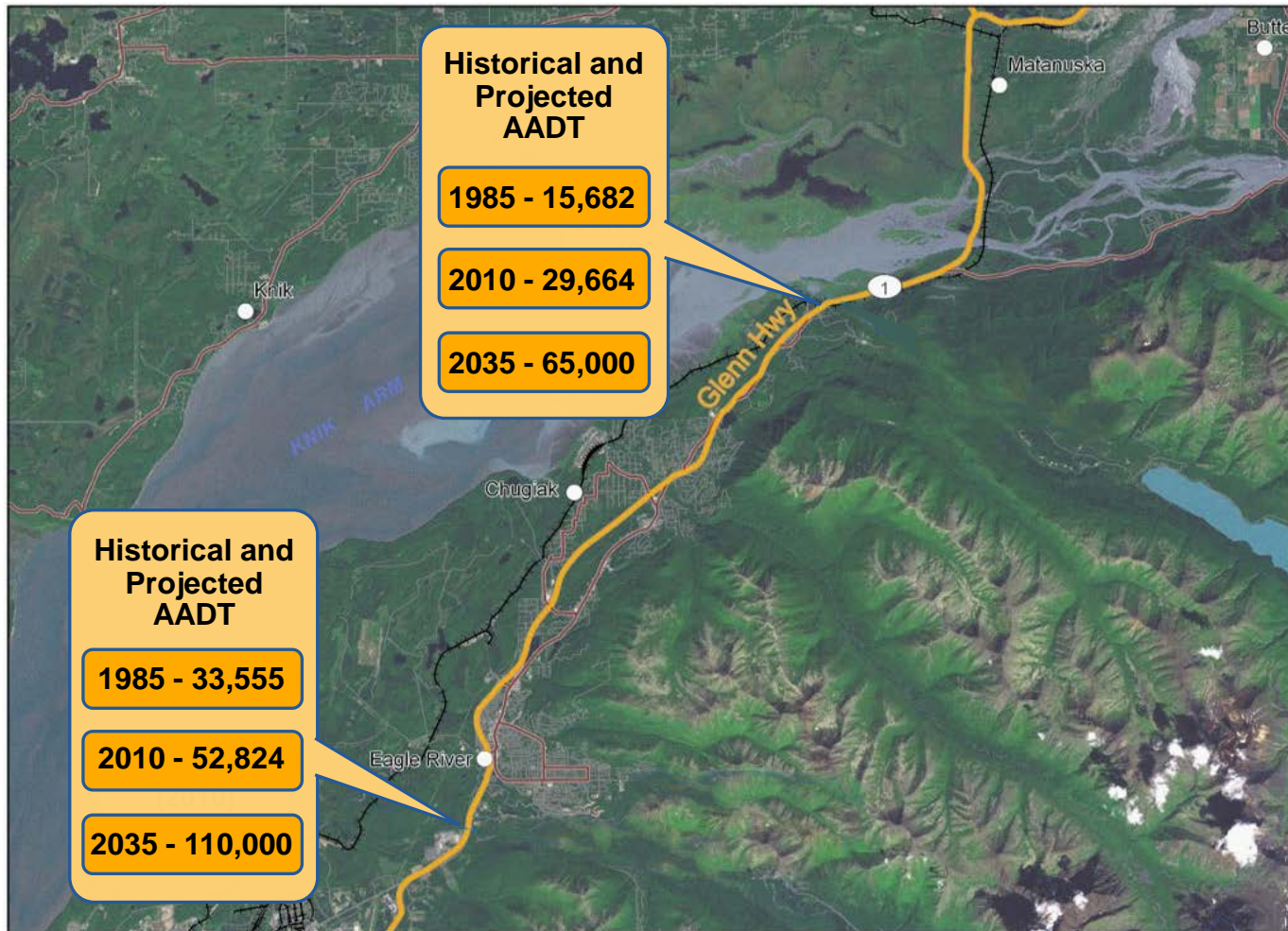
March 28, 2013

Historic and Projected Population Trend 1985 to 2035



* 2010 Census number increased by ISER annual growth rate for 2035 forecast.

Glenn Highway AADT Counts (no bridge)



Knik-Fairview Fastest Growing Area

- Knik-Fairview 2012 population estimate 16,126
 - Larger than the incorporated areas of Palmer and Wasilla combined
 - If incorporated, would be fourth largest city in the state
- Knik-Goose Bay Road traffic statistics:

2000 AADT	2010 AADT	Increase	Percent
12,590	18,308	5,718	45.4%

What Happens Without the Bridge?

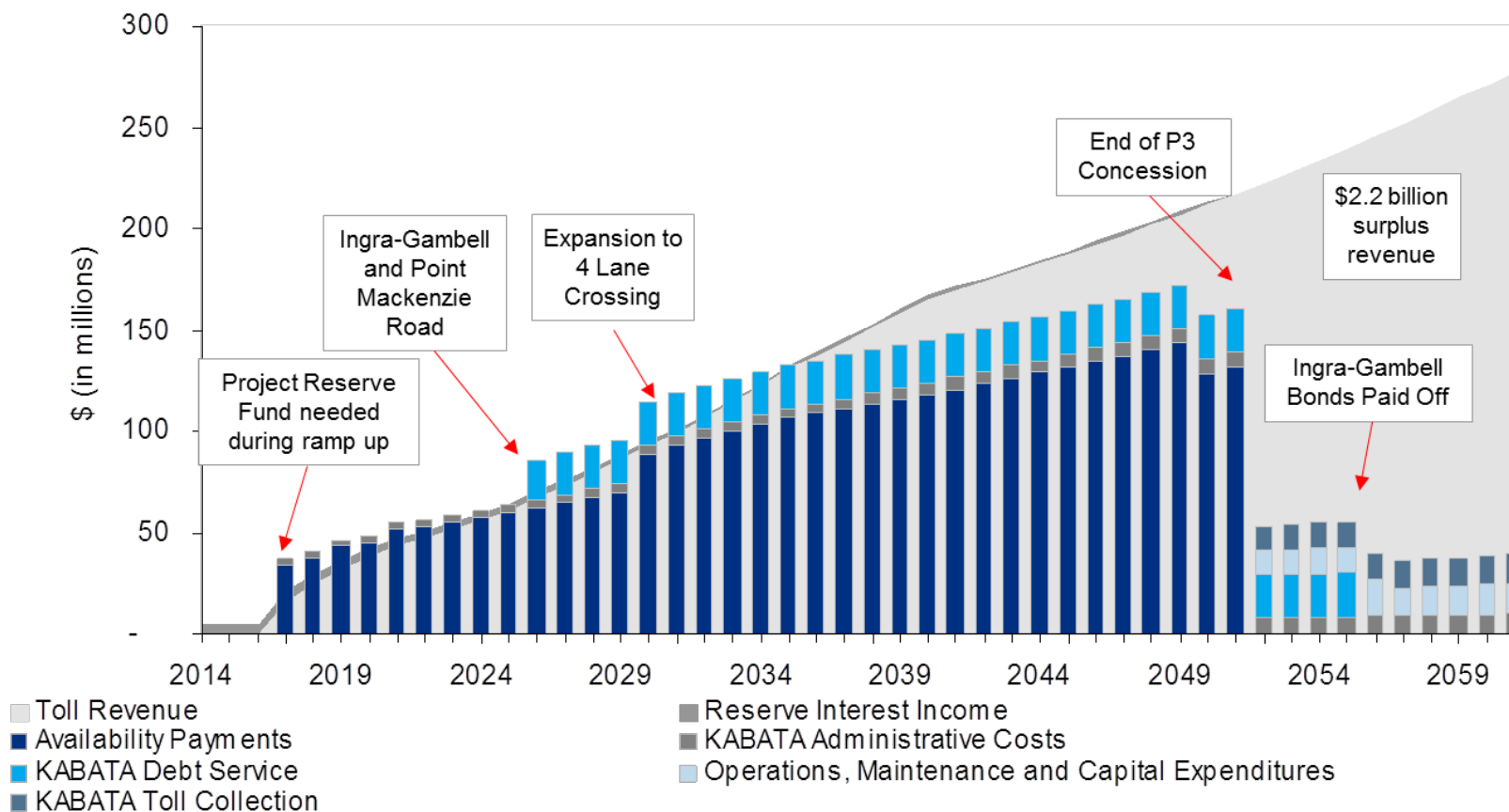
- State has to accommodate transportation needs to maintain existing level of service:
 - 6 lane improvements on Glenn Highway from Eagle River to Wasilla
 - 8 lane improvements on Glenn Highway from South Eagle River to 5th Avenue
 - Parks Wasilla Bypass
 - Network improvements in Palmer/Wasilla corridor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

* Estimate per 2008 Statewide LRTP prepared by ADOT&PF

P3 Terms

- **Scope**
 - FDBOM in exchange for periodic availability payments
 - Future capacity improvements in segments operated by private partner competitively bid in the future
 - Includes tolling operations on behalf of Authority
- **Term - 35 years after substantial completion**
- **Potential Financial / Credit Support:**
 - \$150 million funded project reserve (SB 13 / HB 23)
 - \$600 million SAFETEA-LU Private Activity Bonds allocation
 - \$357 million TIFIA loan (33%) - letter of interest submitted for Knik Arm Crossing
- **Termination for Convenience Clause**

KABATA Projected Obligations and Toll Revenues (33% TIFIA)



60 Year Cost and Revenue Projection

