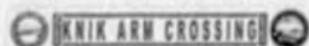


SCOMM

136:10

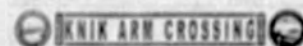


Presentation to the House Committee
Economic Development, Trade & Tourism
March 20, 2006

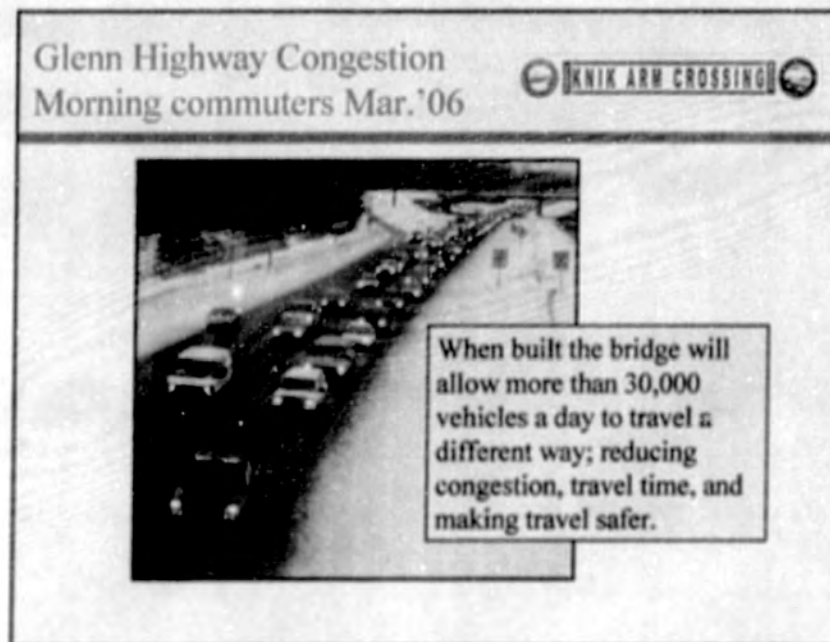
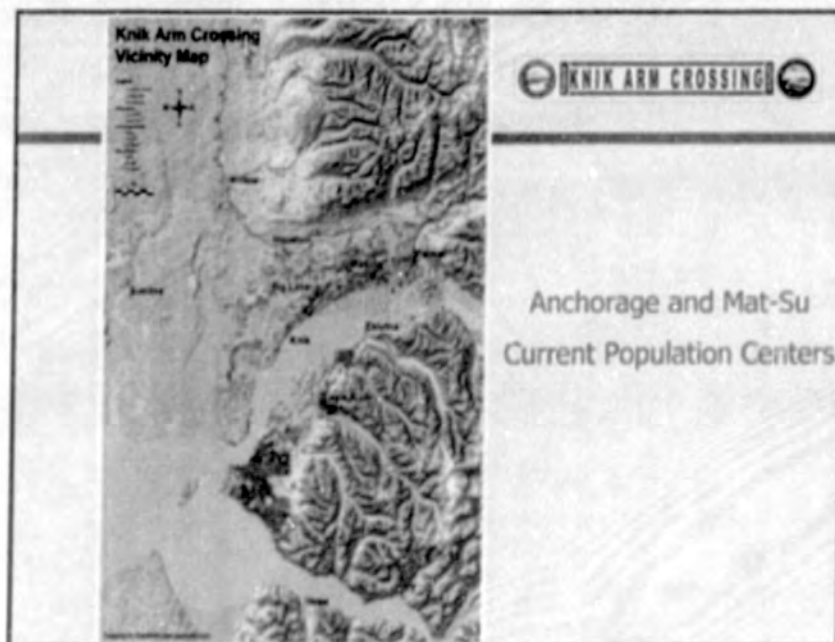


Photo Credits:
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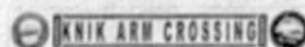
Alaska Statute 19.75



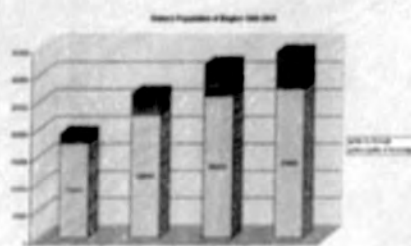
KABATA was created by the Alaska Legislature in 2003 to develop, stimulate, and advance the economic welfare of the state and further the development of public transportation systems in the vicinity of the Upper Cook Inlet **with construction of a bridge to span Knik Arm** and connect the Municipality of Anchorage and the Matanuska-Susitna Borough.



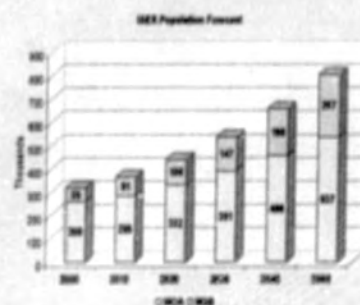
Population Growth Studies



HISTORIC GROWTH 1980-2003

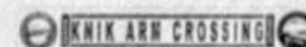


PROJECTED POPULATION 2004-2050



Source: Current Projections by State and by Southern Table
2000-2010, 2010-2020, 2020-2030, 2030-2040, 2040-2050. Note: The 2000-2010 period was
extended to 2010 in Southern Table and early 2000-2010 period
growth rate was used in the 2000-2010 period.

2030 ISER Population & Employment



550,000 People (~200,000 households)

+72% regional growth over year 2000

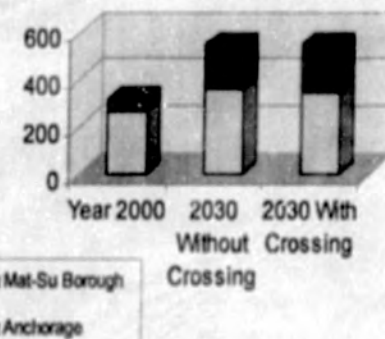
With Crossing compared to No Crossing:

5,800 households shift

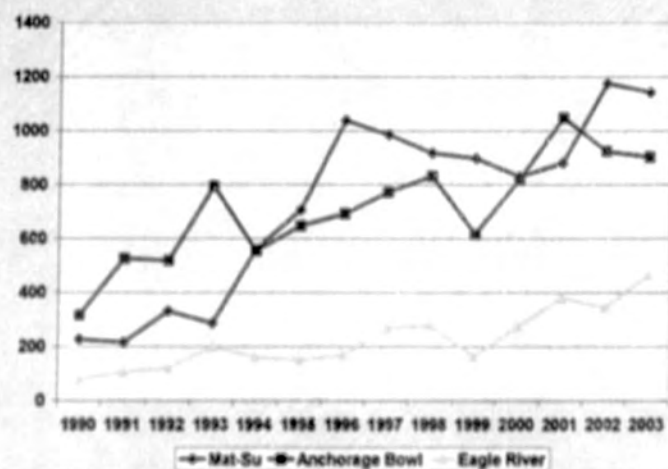
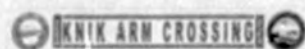
- -4.5% Anchorage
- +8.7% Mat-Su

6,700 jobs shift

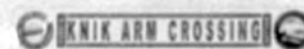
- -3.7% Anchorage
- +13.4% Mat-Su



New Single Family Homes

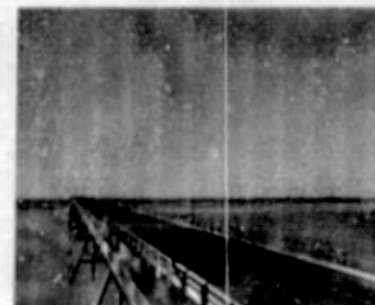


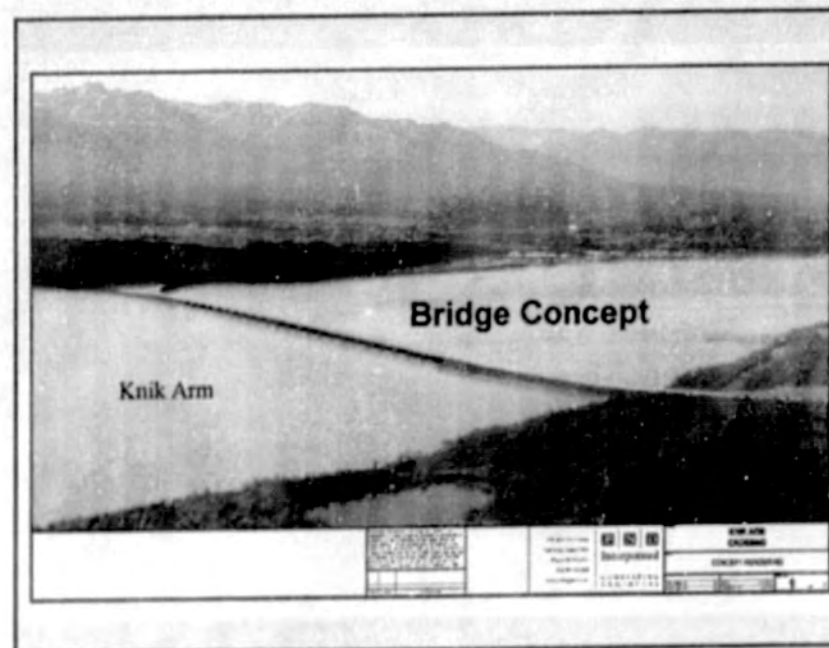
Bridge Concepts



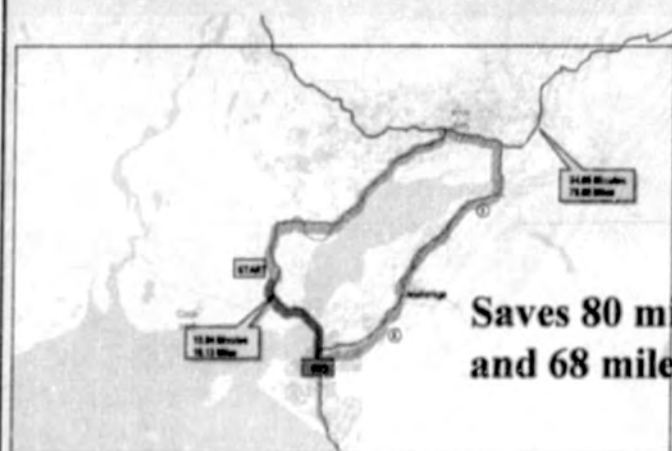
Concrete Bridge

Steel Bridge





Travel Time: Distance Comparison



**Saves 80 minutes
and 68 miles**

Mat-Su Land Use with Bridge



Figure 1.1: Map of Mat-Su land use with a bridge. The map shows the location of Anchorage and the Mat-Su area. The map also shows the location of the bridge and the land use categories. The map is a map of the Mat-Su area and the location of the bridge.

2030 Improvement Tests



Parallel routes not required for local traffic

Pt. MacKenzie Road not cured with Willow Connector

Pt. MacKenzie Road 4-Lane more attractive

Willow Connector



Pt. Mac 4-lane



Reasonably Foreseeable Events



- Railroad spur to Port MacKenzie
- Industrial development, Ports in Anchorage and MacKenzie, cruise ships
- 200 MW gas fired generator, Gas liquids spur line to Mat-Su, Water to Mat-Su
- Ferry to Kenai, Commuter Rail, Willow Connector, Wasilla By-pass
- Hatcher Pass Ski Area, increased military presence, small plane base
- More connectivity

However,

No Airport (not until 2040 or beyond).

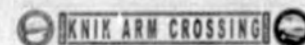
No capitol move.

No bridge over Susitna.

COMMUNITY IMPACTS

Link critical port facilities
Infrastructure to meet growth
Emergency access and egress
Attractive short commute
Reduce transit pollution
Save popular greenbelts
Sustain business base
Access to recreational areas

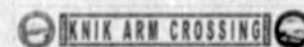
Anchorage Daily News
March 16, 2006



Commercial Sector Population Thresholds



Preliminary Cost Estimate



\$600 million

Includes:

- ✓ Bridge structure
- ✓ West and East bridge approaches
- ✓ Inflation through 2010
- ✓ Contingency
- ✓ Allowance for cost overruns



Photo Credits:
© Kwik Arm Crossing
© Kwik Arm Crossing
Photography: C. Lee

Indicative Cost Estimates



Segment	Cost	Design	ROW	Contingency	2005	Escalation	2008
Mat-Su	\$34	\$5	\$1	\$7	\$46	\$5	\$51
Bridge	\$272	\$39	\$0	\$52	\$363	\$39	\$402
Port	\$47	\$7	\$0	\$9	\$62	\$7	\$69
Tunnel	\$39	\$6	\$7	\$12	\$63	\$6	\$70
Total	\$392	\$57	\$7	\$80	\$535	\$57	\$592

Millions of Dollars – One of Three Variants

Schedule



