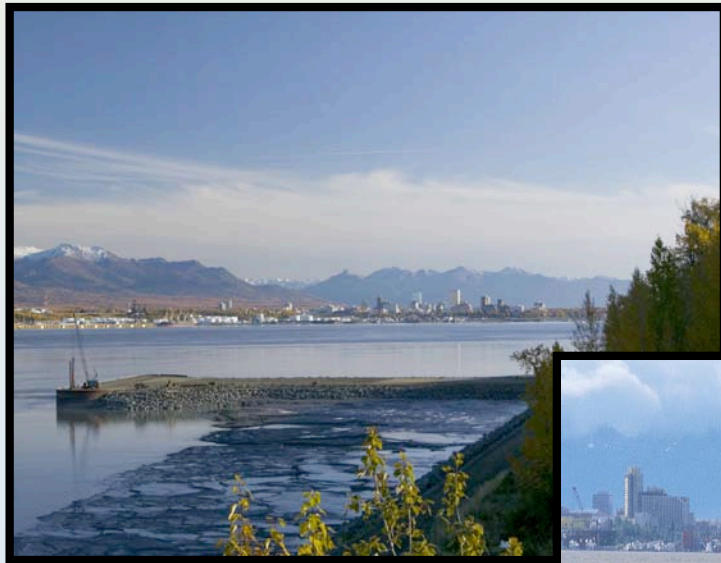


Presentation to **Resource Development Council** October 20, 2005

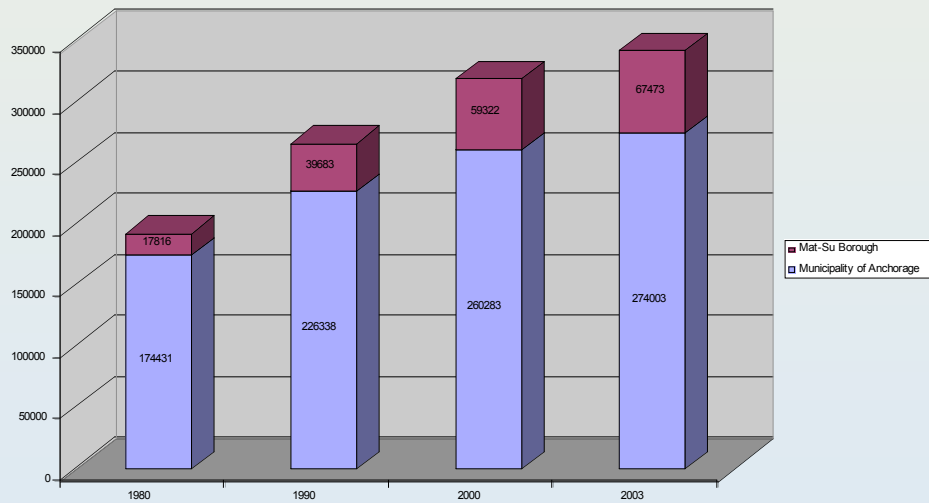


POPULATION GROWTH



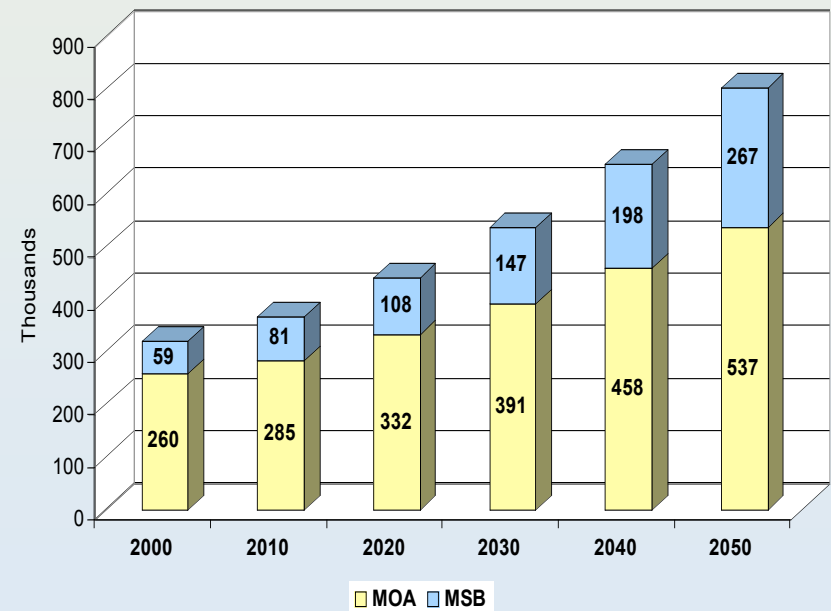
HISTORIC GROWTH 1980-2003

Historic Population of Region 1980-2003



PROJECTED POPULATION 2004-2050

ISER Population Forecast



Source: Economic Projections for Alaska and the Southern Railbelt 2000-2025, ISER, October 3, 2001. Note: The ISER forecast was extended to 2050 by Northern Economics using the same annual growth rates assumed in the 2010-2025 period.

2030 ISER Population & Employment



550,000 People (~200,000 households)

+72% regional growth over year 2000

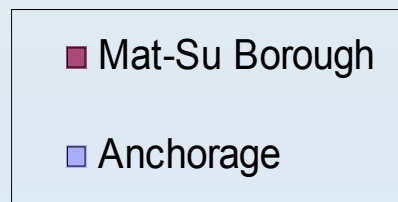
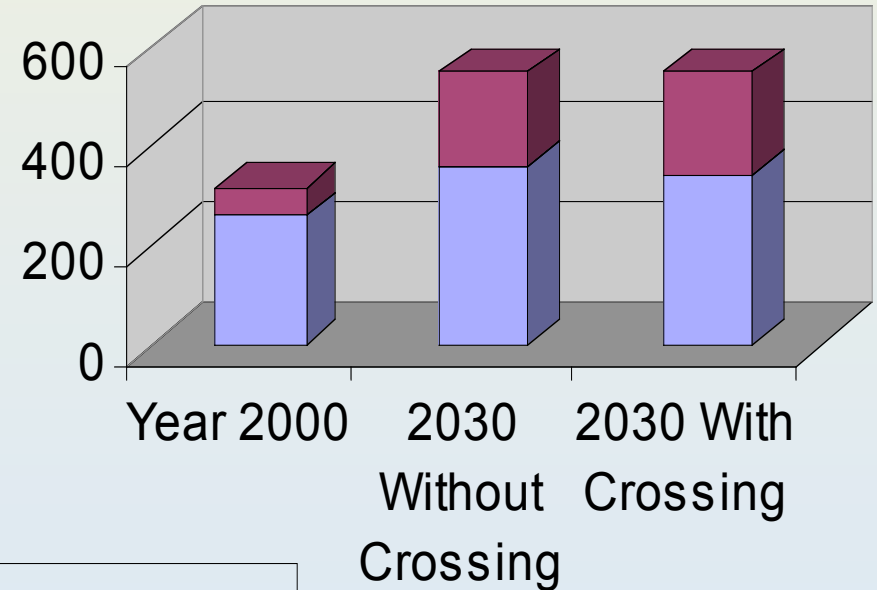
With Crossing compared to No Crossing:

5,800 households shift

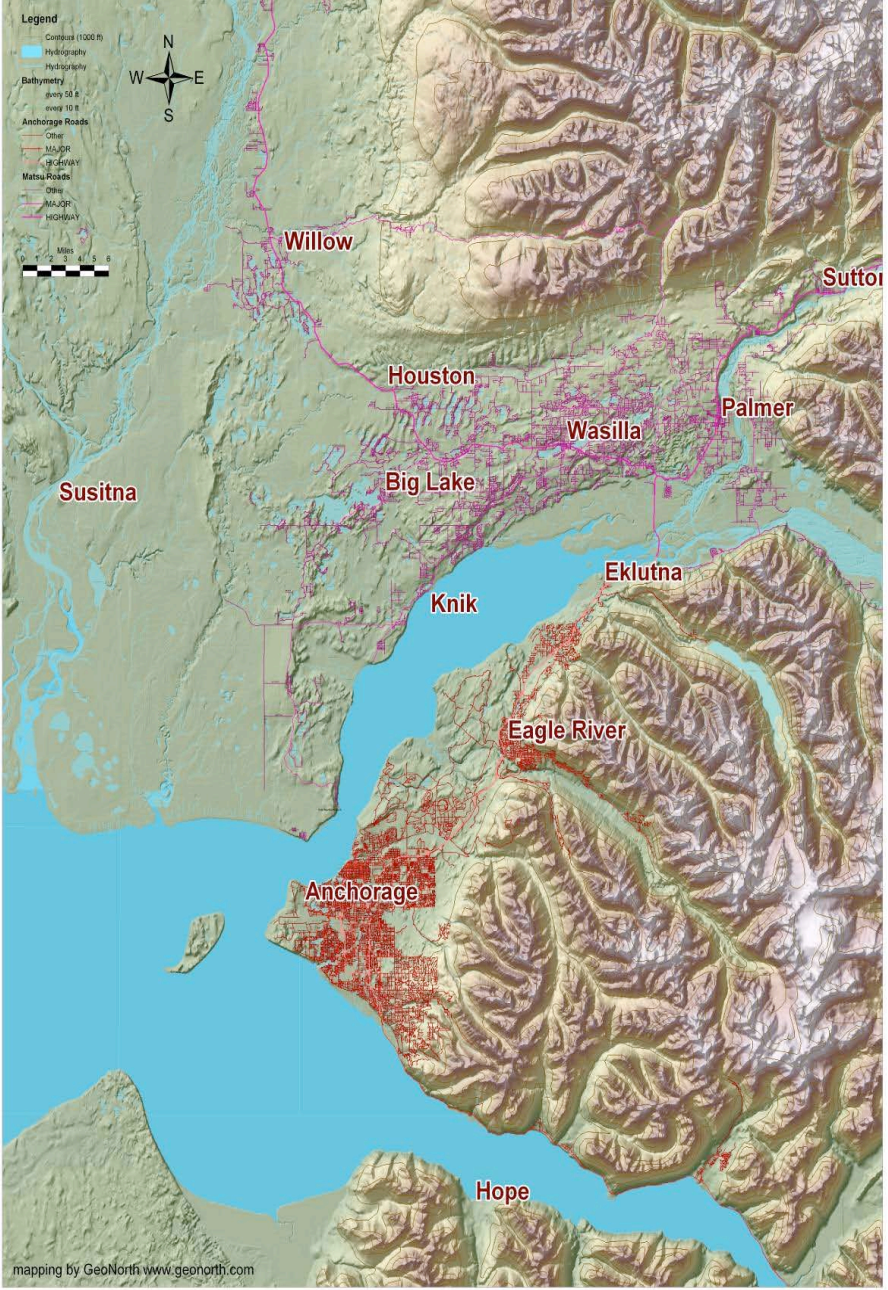
- -4.5% Anchorage
- +8.7% Mat-Su

6,700 jobs shift

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



Knik Arm Crossing Vicinity Map



Anchorage and Mat-Su Current Population Centers

NO ACTION ALTERNATIVE



Glenn Highway ADT Anchorage to Mirror Lake

2000: 22,000

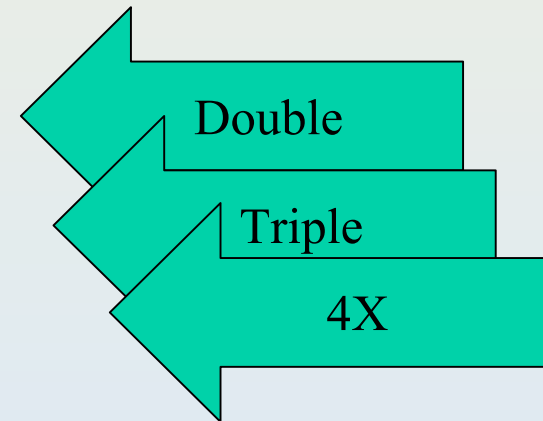
2010: 30,000

2020: 38,000

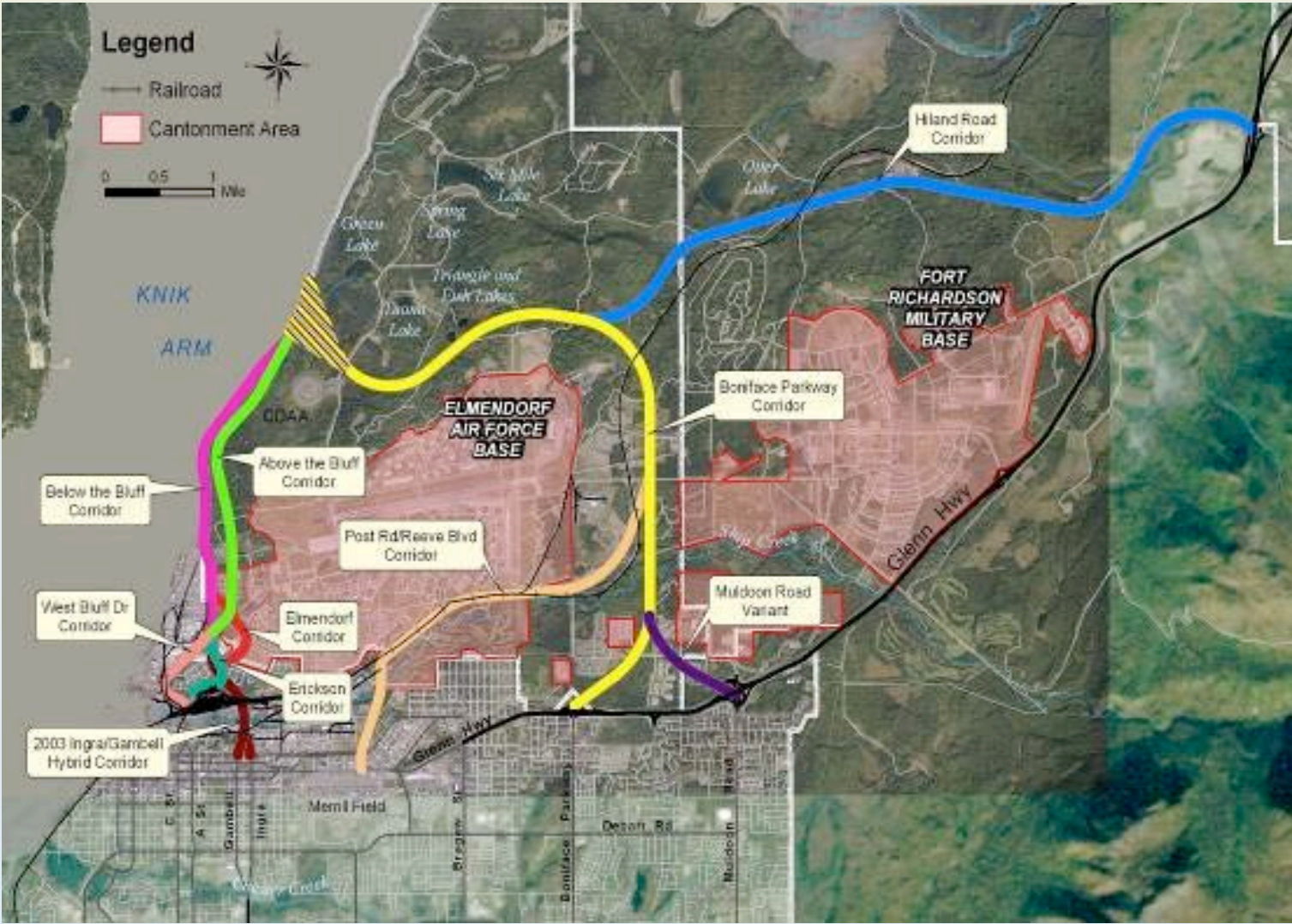
2030: 50,000

2040: 73,000

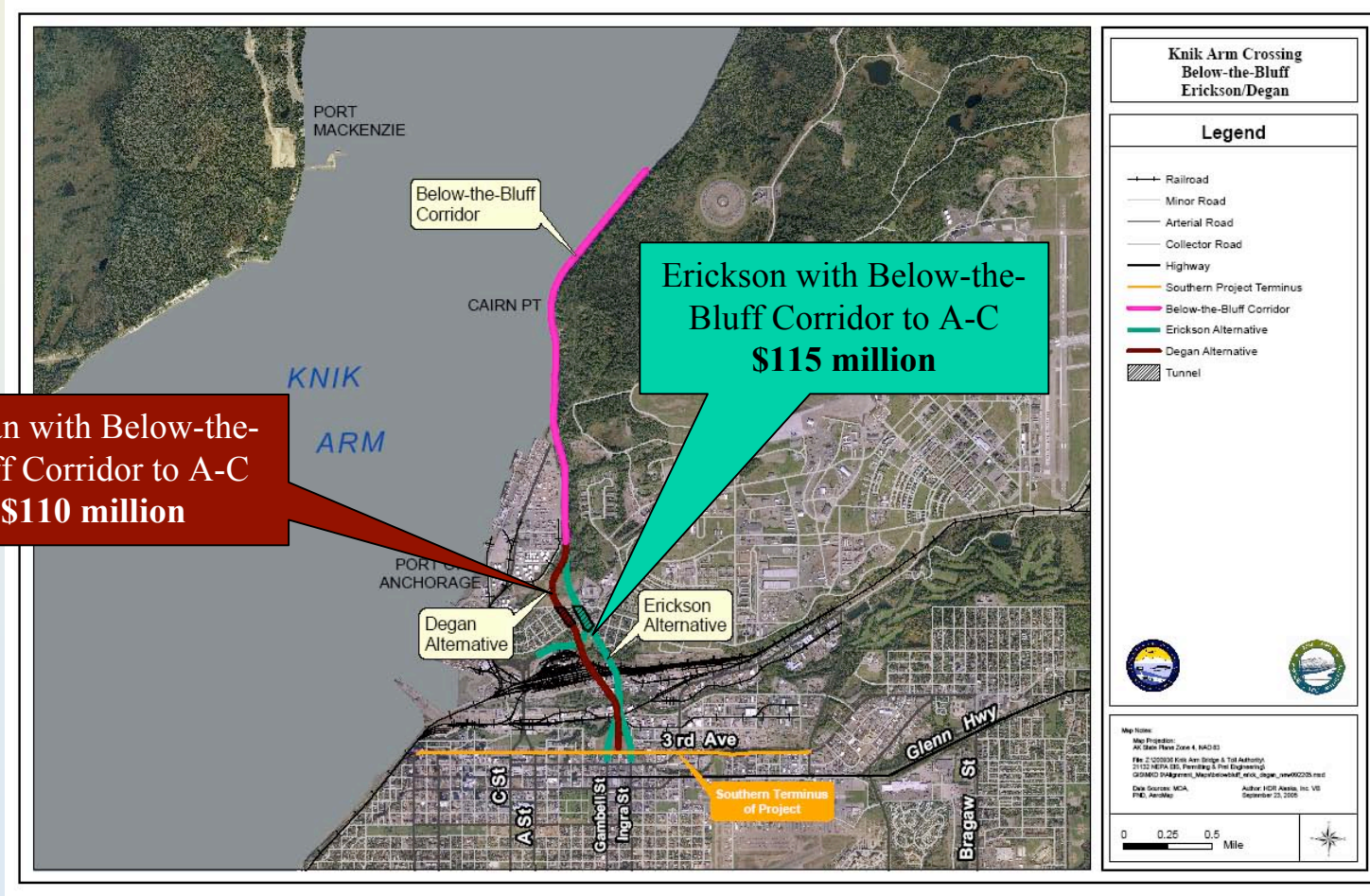
2050: 90,000



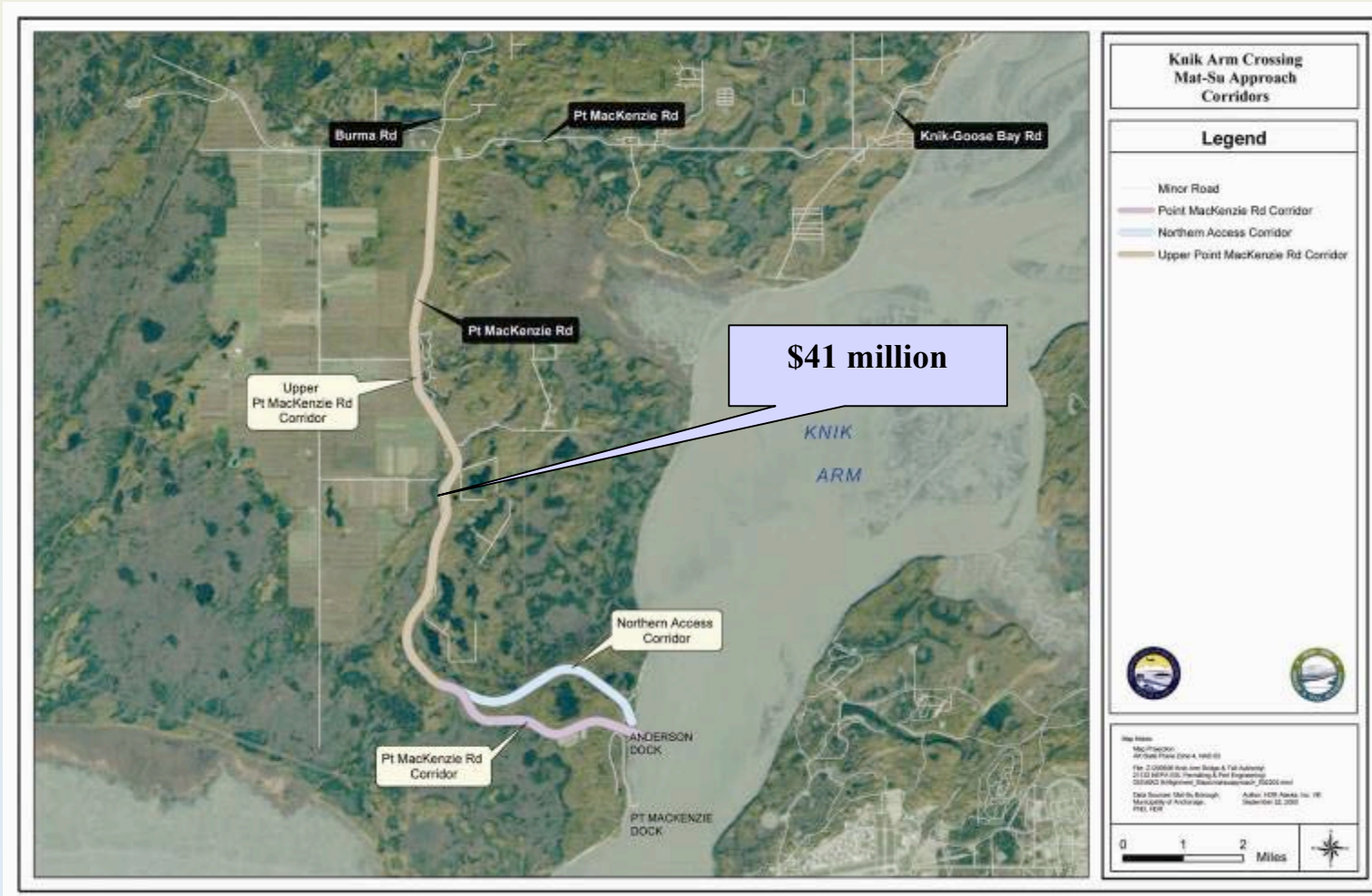
Anchorage Approach Alternatives



Below-the-Bluff Alignment with Degan and Erickson Alternatives



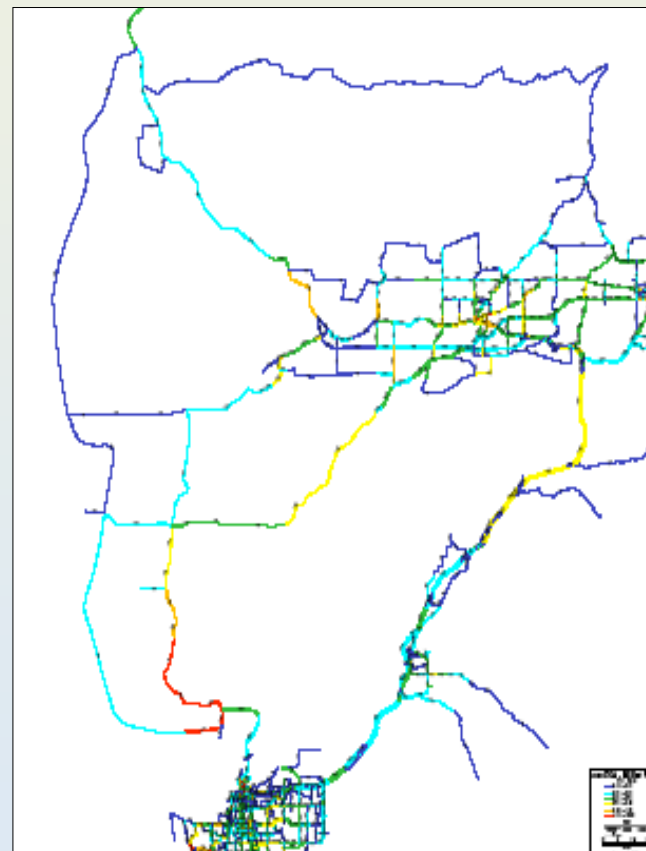
Mat-Su Approach Alternatives



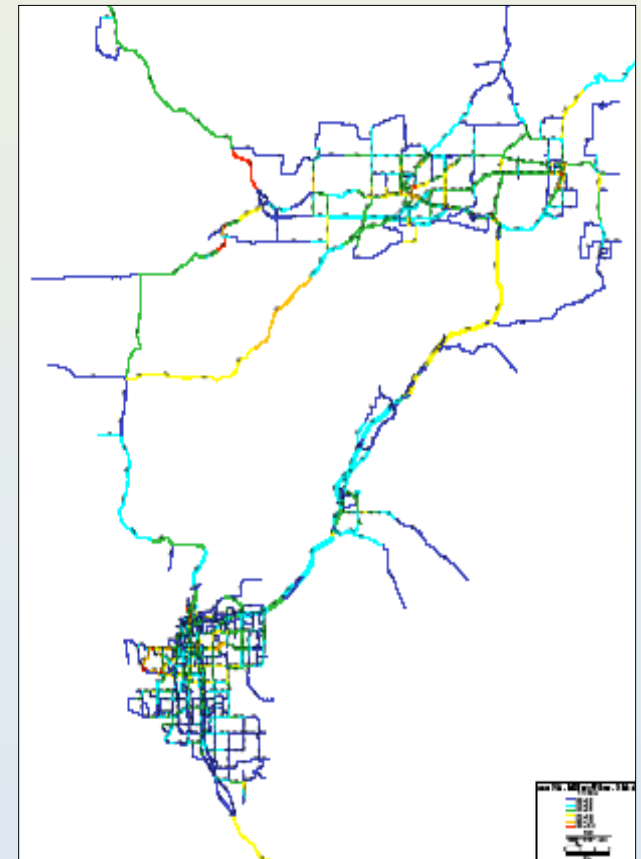
2030 Improvement Tests



Willow Connector

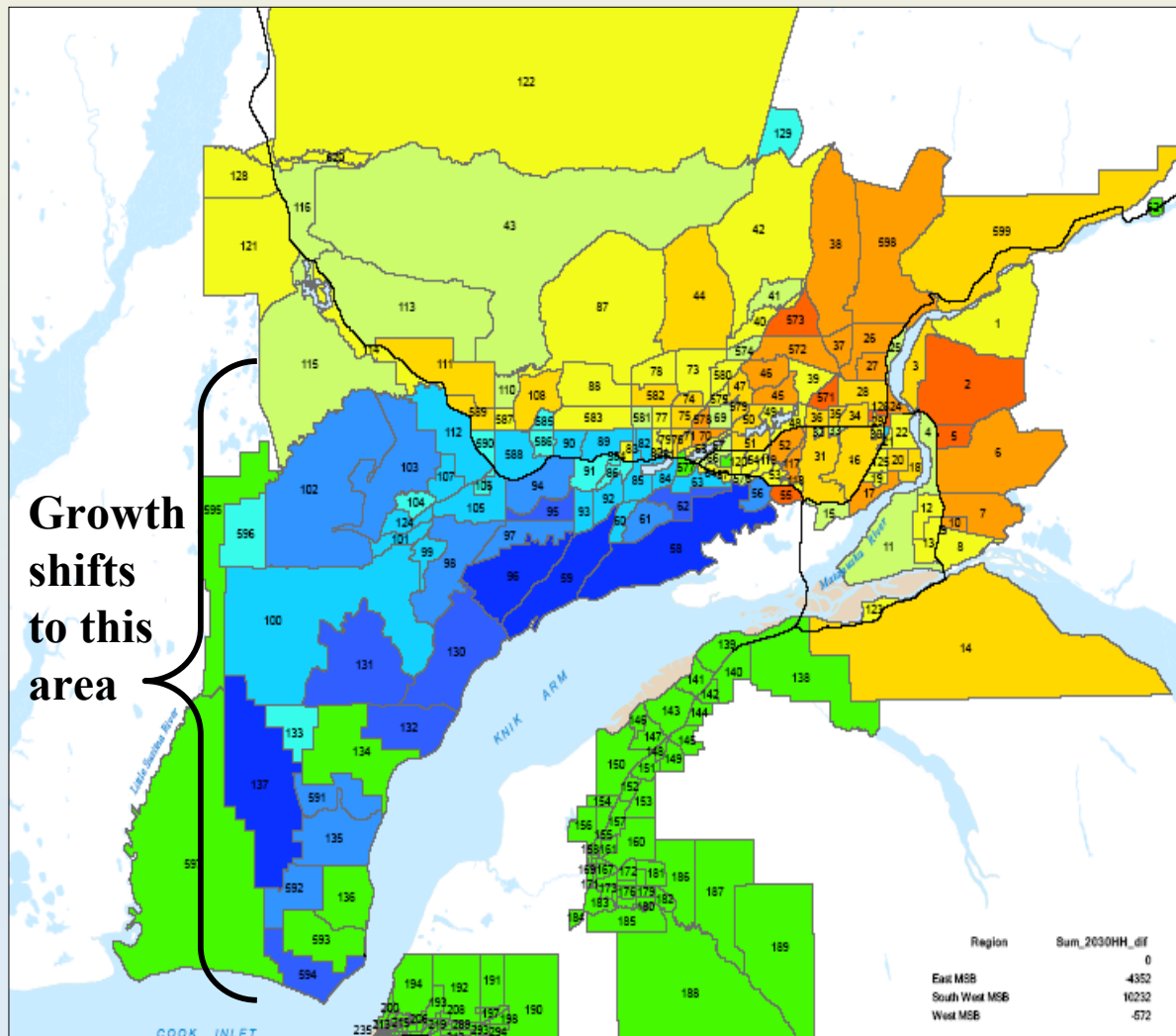


Pt. Mac Road 4-Lane



- Parallel routes not required for local traffic
- Pt. Mac Road 4-Lane more attractive
- Pt. Mac Road not cured with Willow Connector

Growth Difference With Bridge/ Without Bridge (MSB)



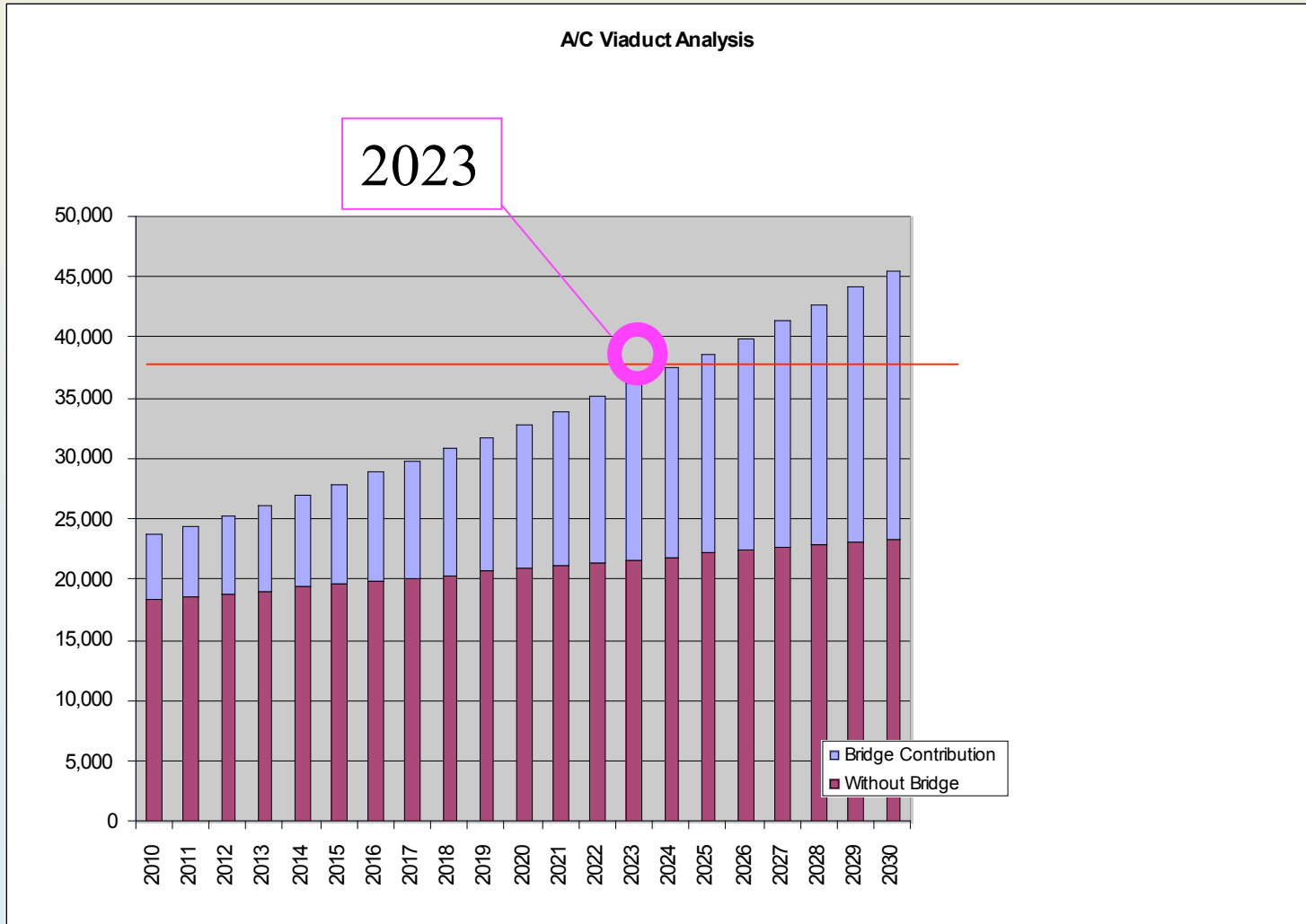
Growth shifts to this area

Major Road

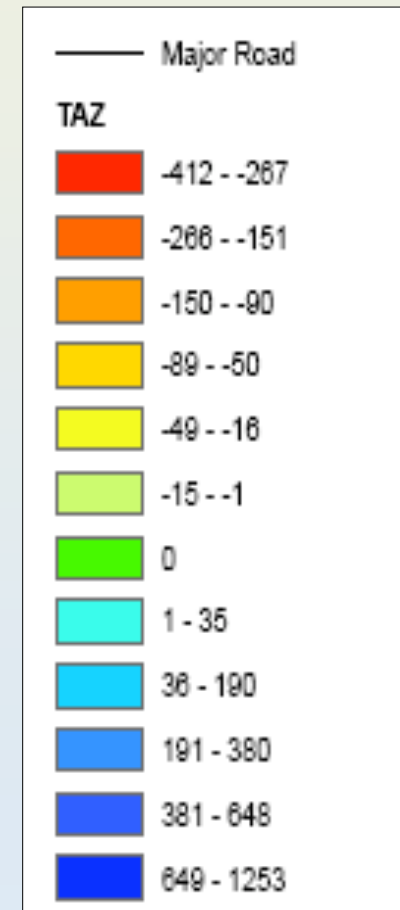
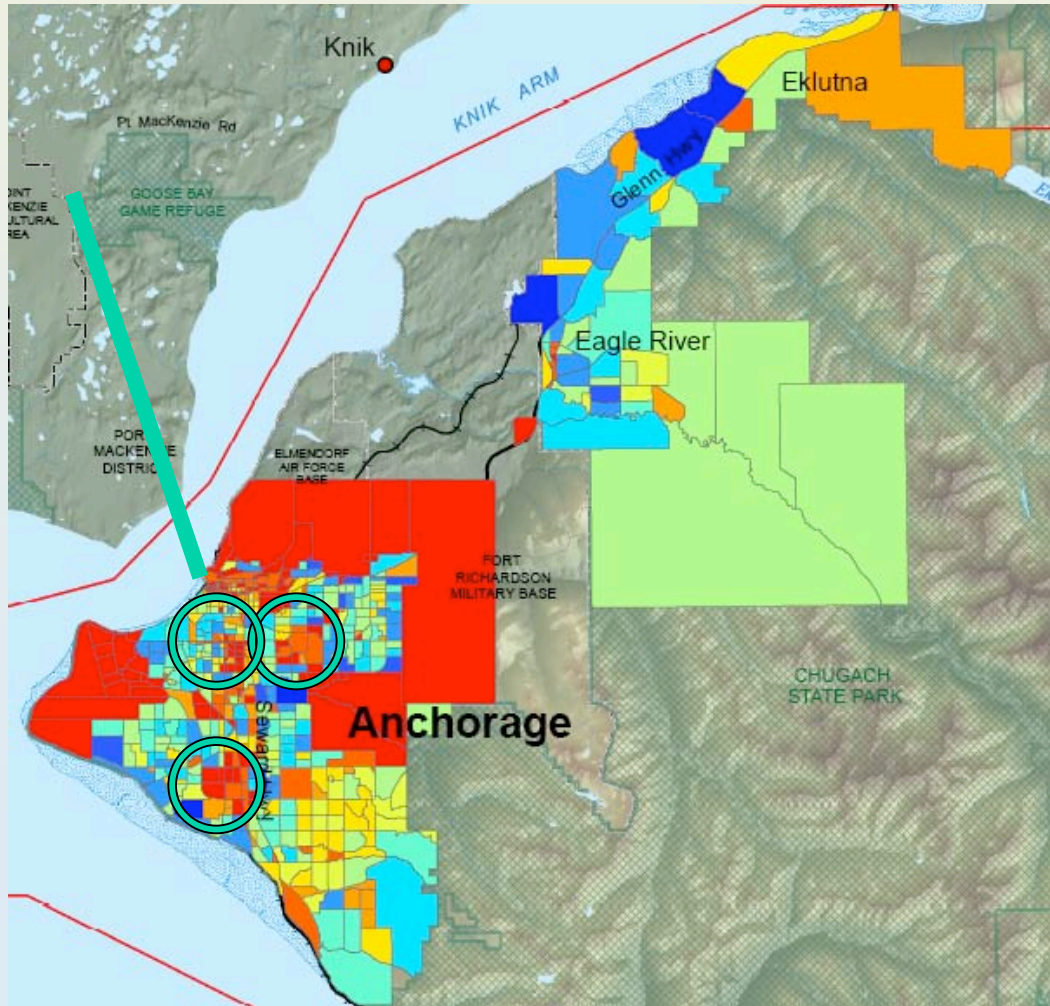
TAZ



A/C Viaduct Analysis



2030 Growth Without Bridge (MOA)



A/C and Ingra/Gambell Connection (Degan)



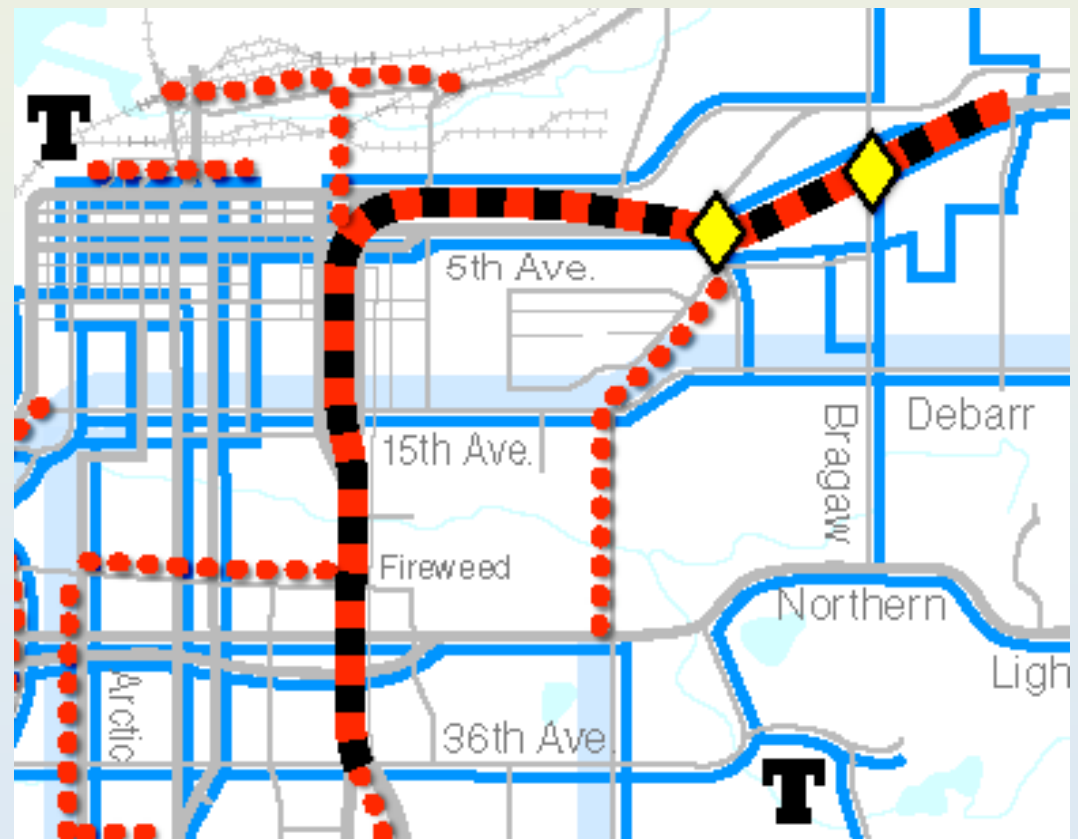
L RTP: Highway-to-Highway Connection



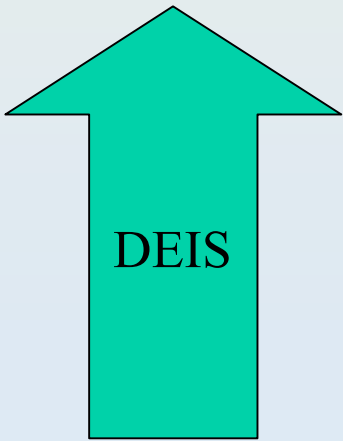
OPTIONS

- Connect the Glenn & Seward Highways
- Or add 12-14 lanes to existing east/west network
- Or accept more
 - ✓ Delay/Congestion
 - ✓ Neighborhood cut-through traffic

Connection provides opportunity to rebuild and reconnect neighborhoods.



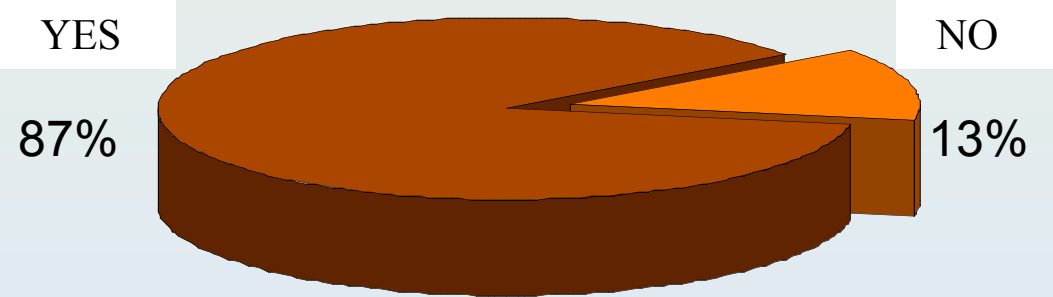
PHASE I				PHASE II								PHASE III				PHASE IV											
2004				2005				2006				2007				2008				2009				2010			
1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q
Planning				NOI, DEIS, FEIS, ROD / Permitting								Final Design				Construction											



AWARENESS



Question:
Have you read or heard anything lately about the Knik Arm Crossing?

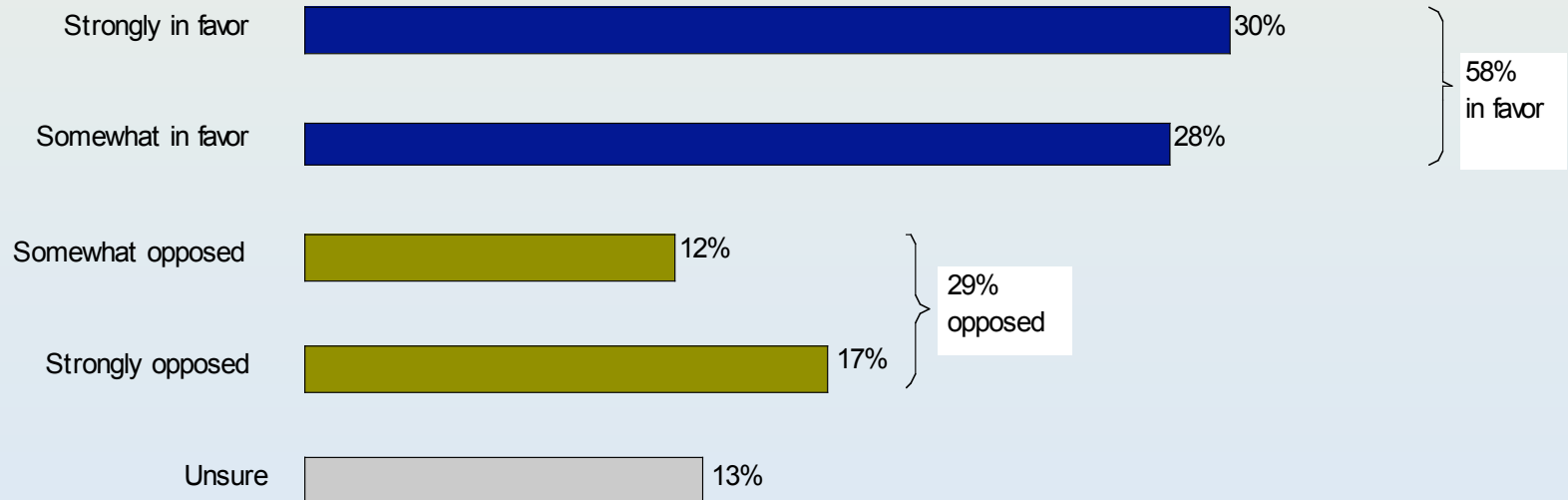


SUPPORT



Question:

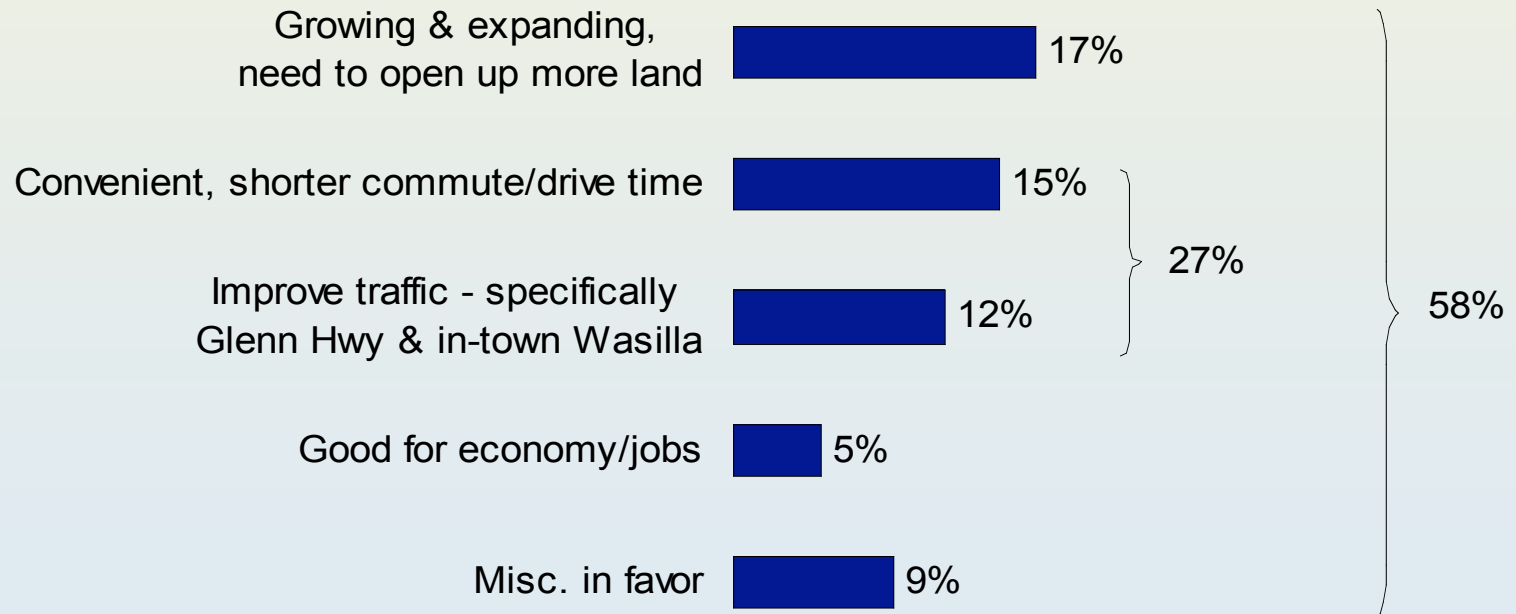
**How do you personally feel about a Knik Arm Crossing?
Are you mostly in favor or opposed? And, is that strong (in favor/opposed) or just somewhat (in favor/opposed)?**



REASONS



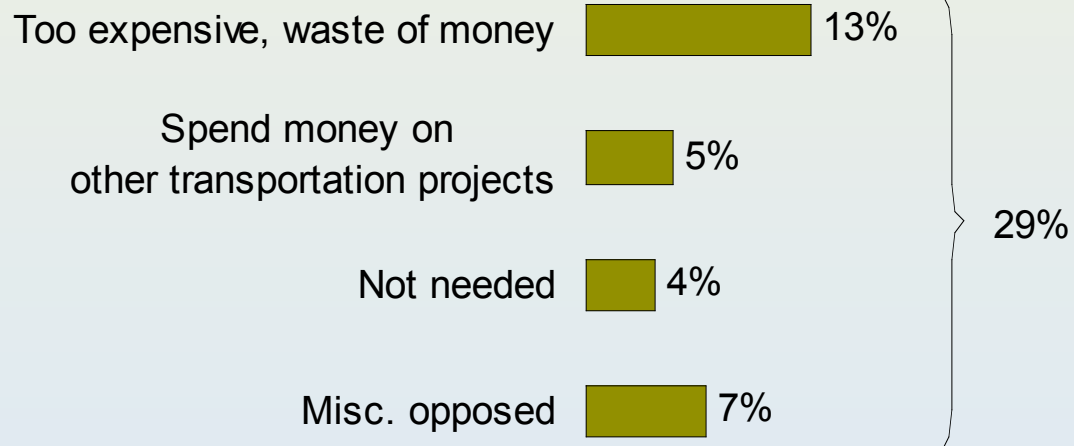
Question (In favor 58%): Why is that? Why are you (strongly/somewhat) in favor?



REASONS



Question (Opposed 29%): Why is that? Why are you strongly/somewhat) opposed?

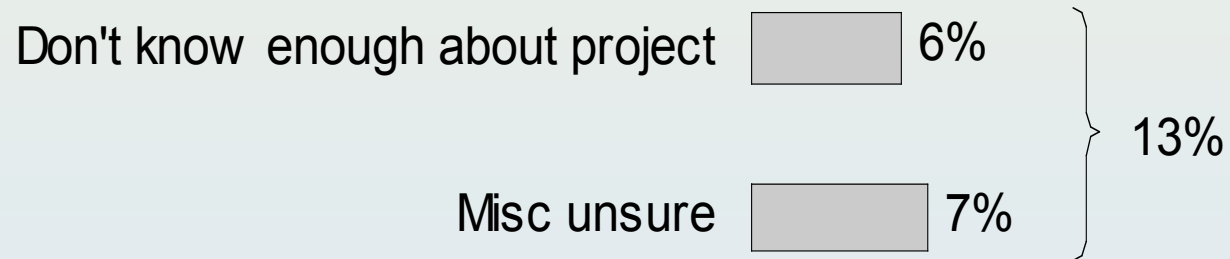


REASONS



Question (Unsure 13%):

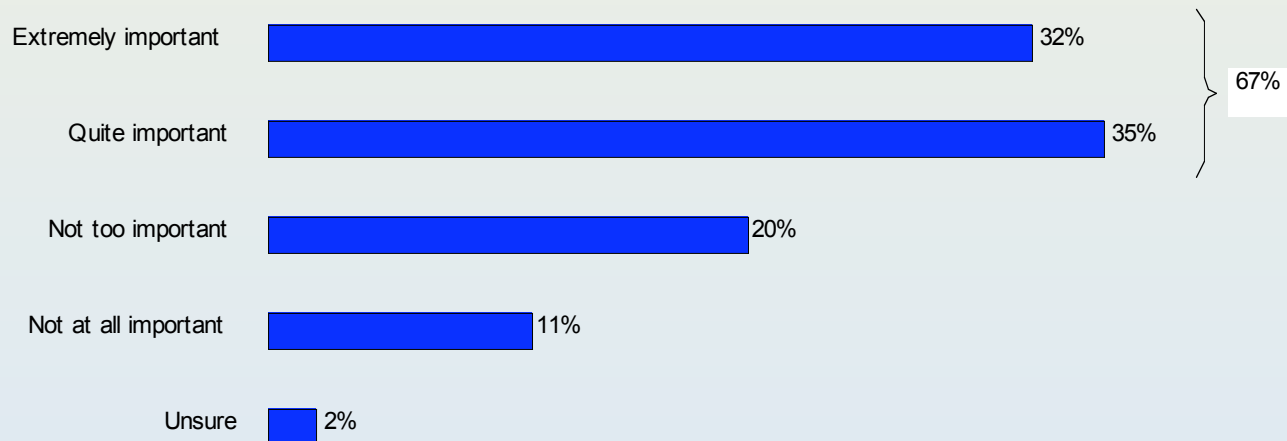
What's the main reason you're unsure about it at the present time?



EMERGENCY EVACUATIONS



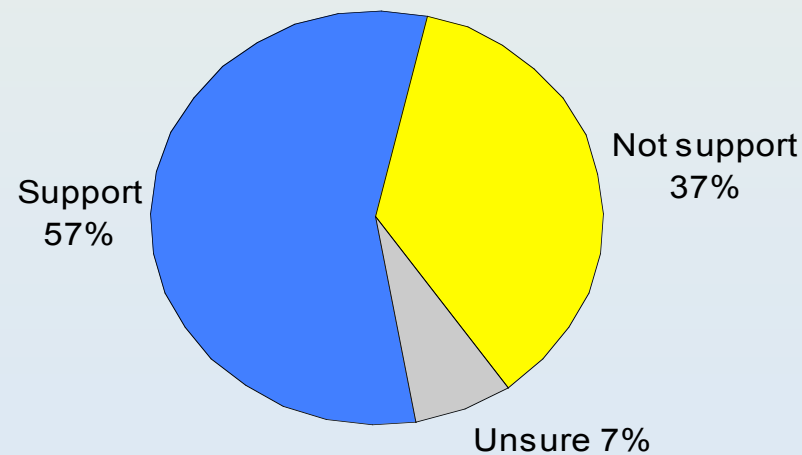
Question: In addition to the Glenn Highway, how important do you feel it will be to have another separate route between Anchorage and the Mat-Su Valley in case of natural disasters or emergency evacuations?

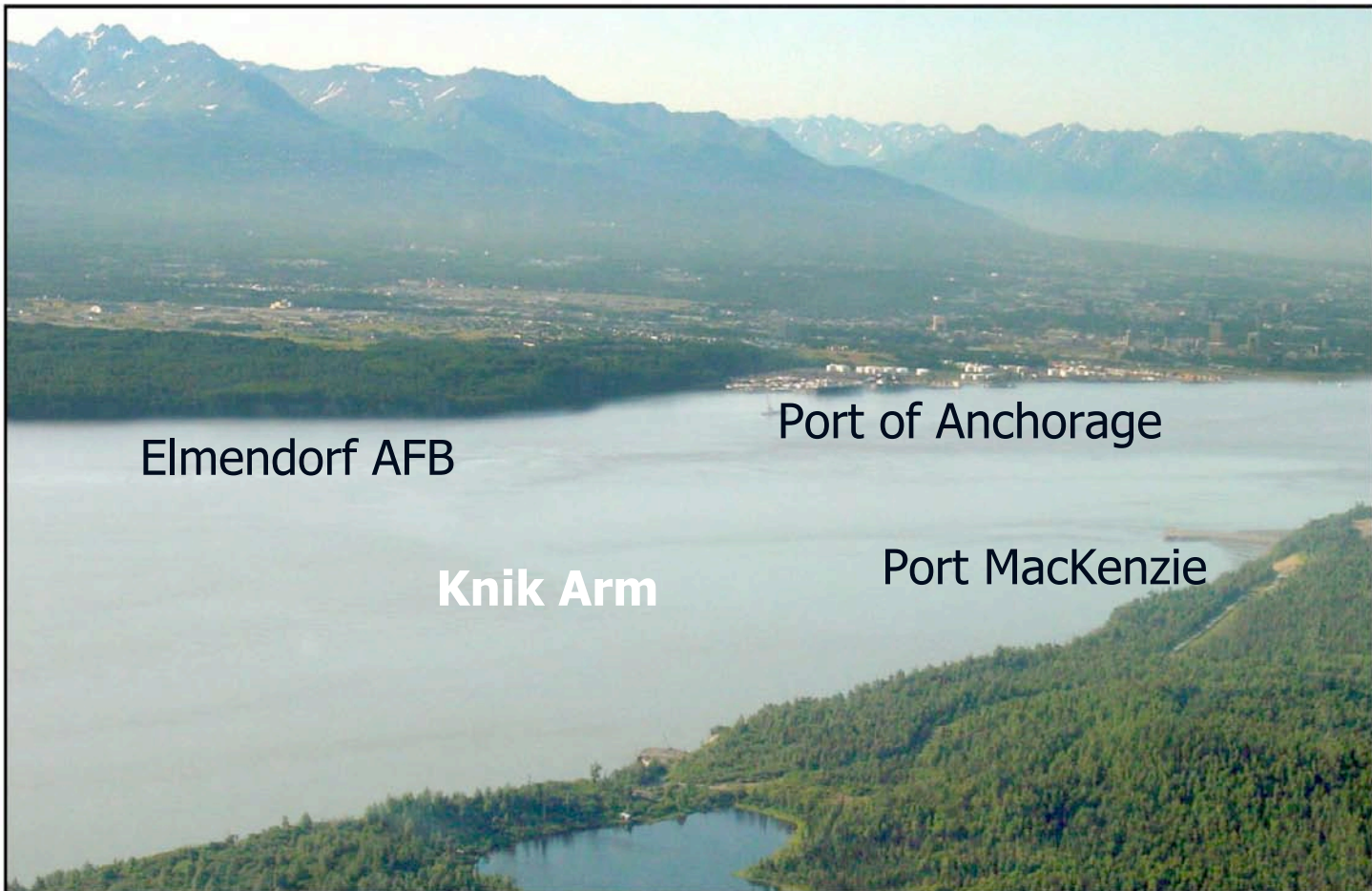


FUNDING



Question: The cost of a Knik Arm Crossing is estimated to be between \$400-600 million. Using the higher estimate of \$600 million for an example, about \$200 million could be paid by federal gasoline taxes, which are already collected and available. Another \$200 million could be provided by revenue bonds, which would be paid by bridge users through tolls. And another \$200 million could be provided by state general obligation bonds, which would be paid for by interest and earnings from state savings account investments, which are separate and do not affect the Permanent Fund dividend. What's your opinion, would you support this basic plan to pay for the Knik Arm Crossing, or not?





Elmendorf AFB

Port of Anchorage

Knik Arm

Port MacKenzie

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P N D
Incorporated
CONSULTING
ENGINEERS

PROJECT		KNIK ARM CROSSING	
DESCRIPTION		ORIGINAL CONDITIONS	
DESIGNED BY:	DATE:	7/18/04	1 OF 1
DRAWN BY:	PROJECT NO.:	041004	



KABATA

KNIK ARM CROSSING

149100





www.knikarmbridge.com

HOW CAN YOU HELP?

1. Be vocal.
2. Make this a priority.
3. Let us know if you need more information.
4. Think regionally.

THANK YOU!