



*Promoting sensible transportation systems in Alaska*

**The Proposed KNIK ARM BRIDGE:  
Facts and Figures (November 2009)**

**Total Spending:** Approximately \$47 million thru 5/31/09 (includes \$2 million in state money before the Knik Arm Bridge and Toll Authority was created by the legislature, KABATA est.)

**Daily KABATA Spending in FY09:** \$13,425/day (KABATA est.)

**Total Federal and State Money to KABATA:** Approx. \$103 million (KABATA est.)

**Amount that Would Need to be Repaid to the Federal Government if AMATS Cancels the Project Before the Record of Decision (anticipated late 2009/early 2010):** \$0

**Key Conditions for the Anchorage Assembly Putting the Bridge in the Long Range Transportation Plan:** Solidified financial plan and no additional state funds would be used (Assembly Resolution 2007-46(S))

**Likelihood of Additional Federal Earmarks:** Remote

**Likelihood of Private Funding without State or Local Funds Sharing Financial Risks:** Remote (The National Constructors Group, Alaska DOT's independent cost estimate contractor)

**Unspent Public Money that Could Go to Fix Highways in Anchorage or Elsewhere in the State:** Approx. \$60+ million (KABATA data and ATPP calculation)

**Independent Cost Estimates for the Project:**

**Estimated Construction Costs for the Knik Arm Bridge and Its Access Roads**

Study Author	Phase 1	Phase 2 <sup>1</sup>	Total Cost
The National Constructors Group (1/09)	\$686 million	Not analyzed	Not analyzed
Federal Highway Administration (90% likelihood, 5/09)	\$670-\$740 million	\$750-\$920 million	\$1.5-\$1.6 billion

**Available Public Money/Total Construction Cost (including the Ingra-Gambell connection and expansion to a four lane bridge):** \$60 million/\$1.5 billion = 4%

**Other Data:**

**Annual Anchorage Expenditure on Transportation, Federal Dollars plus State Match (not incl. bonds and state highway money spent in Anch.):** Approx. \$22 million/year (AMATS est.)

<sup>1</sup> Includes the connection to Ingra-Gambell and expansion to a four lane bridge from two lanes.