The POA Intermodal Expansion Project is a federal DOT project under the Maritime Administration (MARAD). The project began in 2003 and will continue in phases until project completion, anticipated in 2015. The total project cost for the marine terminal re-development is $750 million. Partners in the project include: State of Alaska, Municipality of Anchorage-Port of Anchorage, and port tenants and stakeholders.

Due to the overarching goal of maintaining 100% commercial operations throughout the duration of the project, the project is progressing in phases:

- North and South Backlands (Completed)
- Barge Berth Facilities (Completed)
- North Extension (Scheduled completion 2010)
- South Extension (Scheduled construction 2010-2011)
- North Replacement (Scheduled construction 2011-2013)
- South Replacement (Scheduled construction 2012-2013)
- Center Replacement (Scheduled construction 2013-2015)

State Grant Funding in 2010 will be used for: Completion of North Extension

The North Extension is part of the critical path in project implementation. Once completed, the POA will be able to move current container and general cargo operations off of the old deteriorating facility, onto new facilities, and begin demolition of the old infrastructure. Surface transportation design documents are complete, ready to competitively bid, with all authorizing permits in place.

Construction Schedule in 2010 includes:

- Final construction of required surface improvements for intermodal operations and transportation connections
- Installation of utilities, security features, cargo crane support structures, asphalt and concrete pavement, traffic and pedestrian delineation corridors, area lighting, protective fender systems, docking appurtenances and cathodic protection systems to protect steel structures from corrosion.

With the completion of the North Extension in 2010, the POA will be in position to accept the delivery of three new cranes, purchased by Horizon Lines, Inc., for cargo operations at the POA.

Total Project Funding:

Funding sources for the POA Intermodal Expansion Project to date:

- Federal Sources: $135.9 million
- State Capital Grants: $71.3 million
- Port Revenues: $57.5 million

Total $264.7 million

At project completion, federal sources of funding will account for 50% of total costs, State funding will account for 25% of total costs, and Port revenues/bonds will account for the final 25% of total costs.
In 2008, UAA received $15M in funding from the Alaska Legislature to begin site planning for a new sports arena. As a result, we have spent the last year building a strong, passionate coalition of student, staff, faculty and community support for an arena; the entire community's need for this facility is genuine.

The new sports arena will be designed to meet the needs of both UAA and the Anchorage community. Anticipated to serve more than just UAA's athletics' programs, the arena will be an additional venue for community events, concerts, lectures and meetings, and will enrich the lives of everyone. A hub for recreation, athletics and array of events, the arena will create a unique venue for Alaskans to gather and enjoy some of the best activities that Anchorage has to offer.

**Community demand exceeds availability**
The Wells Fargo Sports Complex (WFSC) is a high-demand venue for several groups in the Anchorage community. In 2008:
- more than 18,000 people attended a non-UAA sponsored event at the WFSC;
- more than 260 dates were booked for special events in the WFSC;
- more than 80 community groups used the facility, such as:
  - Anchorage Police Dept.
  - Special Olympics of AK
  - Campfire USA
  - Native Youth Olympics
  - Girl Scouts of America
  - National Youth Sports Program
  - U.S. Air Force National Guard
  - Boys and Girls Club

**What the new sports arena will do for the community**
- Expand high school sports and extracurricular activities
- Provide an additional Anchorage venue for concerts and other arts events
- Serve as a space for conferences
- Provide additional training and testing space for fire, police and other city/state organizations
- Serve as a space for community athletic camps
- Serve as an additional venue for large high school athletic competitions
- Serve as an additional community venue for graduations and assemblies
A significant step forward in making UAA a community destination
- This arena will be the first midtown large-scale community event venue
- This new facility will allow for bigger and better athletic events and community recreation
- This new community asset will complement, not compete with, the Sullivan Arena

A critical missing component of vibrant campus community
A new arena will:
- ensure, for the first time, when combined with the WFSC, adequate space for on-campus student and staff recreation, athletics, fitness, wellness and related academic courses;
- become an important social gathering place for students needing a break from the cold and the dark;
- make campus more livable, more attractive and a beacon to potential residential and commuter students;
- increase student success and contribute to student retention.

Built more than 30 years ago for a much smaller student population, the WFSC does not provide adequate classroom, recreation or spectator-sports space for UAA's rapidly growing student body.

What the new sports arena will do for UAA
- Provide support for UAA's athletics teams
- Provide additional student recreation space
- Help to attract and retain students
- Enhance academic programs
- Improve campus life
- Provide adequate spectator seating for athletic events
- Create a sustainable on-campus facility
- Help to support UAA's health, physical education and fitness curricula
- Enhance UAA's competitive edge in student-athlete recruitment

Proposed sports arena floor plan
Performance gymnasiu
- Spectator seating for approx. 3,000
- Concession stands

Athletic administration and team support facilities
- Locker rooms for UAA's athletics team, officials and visiting teams
- Fitness and training facilities
- Offices for coaches and athletic administration
- Auxiliary gym
- Equipment storage and athletic administration
- Meeting rooms
- Academic support space

Gymnastics facility
- Practice and performance gym
- Spectator seating

This flyer was not produced with university funds.
### ADOTPF/MOA SIGNAL/LIGHTING TORA COSTS 2010

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<thead>
<tr>
<th></th>
<th>Personnel</th>
<th>Equipment/Utility</th>
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<tbody>
<tr>
<td>Signal Operations</td>
<td>$293,068</td>
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<td>$493,068</td>
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<tr>
<td>Signal Maintenance</td>
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<td><strong>Estimated Signal Costs 2010</strong></td>
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Cost split based upon number of signals***

<table>
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<tr>
<th></th>
<th># of signals</th>
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<th>Share</th>
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<tr>
<td>MOA</td>
<td>85</td>
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<tr>
<td>SOA</td>
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<td><strong>271</strong></td>
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<tr>
<td><strong>Sub-Total SOA Signal Share</strong></td>
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<tr>
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<td><strong>Total SOA Signal Share</strong></td>
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- Street Lighting Labor/Power Costs: $75,000, 31.40% share: $233,620
- **Indirect Cost for Street Lights**: 9.50%, $29,319
- **SOA Signing and Striping**: $136,512, 68.60% share: $66,000
- **Indirect Cost for Sign/Striping**: 15.70%, $31,794

**Total SOA Street Light, Signing/Striping Share** $572,245

- **Grand Total SOA Costs ( Signals, Signs, Lights)** $2,018,831
- **SOA payment 2009** $1,617,834
- **Unfunded State Share ( = SOA Total Cost - 2009 payment)** $(400,997)

Nov. 18, 2009 notes:
- Cost figures are based upon 2010 draft MOA budgets.
- ***The Equipment/Utility cost in Signal Operations is for the power costs to run the signals. This is an estimate based upon a split of all the power cost bills the Municipality of Anchorage receives for signals and State maintained streetlights. The street light power cost is shown on Line 19.
- Lines with italics are Indirect Costs. The numbers come from the Office of Management approved indirect cost report.