

Chapter

10 MTP 2040

LINK - CONNECT - MOVE

Amendment 1

This new Chapter 10 to the 2040 Metropolitan Transportation Plan (MTP) adds in a new project, the Alaska Cargo and Cold Storage warehouse facility located at Ted Stevens International Airport (ANC), Anchorage AK. This project will be added to the short-term project list.

Chapter

10

Reasons for Amendment

The Alaska Cargo and Cold Storage warehouse facility project is in part funded with Better Utilizing Investments to Leverage Development (BUILD) federal grant funding from 2020. A project receiving BUILD funding must be consistent with State and local plans, including the long-range transportation plans of Metropolitan Planning Organization such as AMATS. As such this project must be added to the 2040 MTP through this amendment.

Benefits of Project

Description of Project

The project is a secure, up to 715,000sf climate-controlled warehouse facility located at Ted Stevens International Airport (ANC), Anchorage AK. Phase I, the current project, is estimated to be ~190,000sf of cargo warehouse, with the option to include aircraft parking. It will incorporate best-in-class energy efficiency through innovative design, engineering, and project delivery. In doing so, ACCS will create jobs and help transform ANC into a global logistics hub while enhancing Alaska's food security situation by improving its ability to handle perishable goods for Alaskans. ACCS will offer better and more efficient cargo transfer services to strengthen ANC's competitive position in the global supply chain,

thereby serving as a cornerstone development that Alaska logistics providers and manufacturers can build around for decades to come. This facility will help transform ANC from a "gas-and-go" location to a global logistics hub. The facility site has already been leased by one of the project partners.

Improved Efficiency for Air Cargo Carriers Utilizing ANC

ACCS will enable the transfer of goods and equipment between planes transported through ANC, thereby improving the efficiency of international and domestic cargo shipments. This will make Ted Stevens Anchorage International Airport (ANC) more competitive as a global cargo hub and help drive more air cargo traffic through ANC. Further, it will also directly

benefit Alaskans, especially rural Alaskans who rely on dependable delivery of perishable and temperature sensitive items like food, medicine, and electronics.

Jobs & Spending

Construction during Phase I is estimated to generate 830 jobs with \$56.9 million in labor income and \$147.6 million in total Alaska expenditures. Phase II construction is anticipated to generate an additional 1,245 jobs, \$75.6 million in labor income, and \$220.5 million in total Alaska expenditures. Combined, ACCS construction activities are estimated to generate \$368.1 million in Alaska expenditures.

ACCS operations are expected to generate 115 jobs and \$9.1 million in total labor income following

Benefits of Project

the completion of Phase I; Phase II operations are expected to generate an additional 190 jobs and \$15.5 million in total labor income. Total annual economic output for both phases is estimated at \$58.7 million.

These estimates are conservative and do not account for any additional growth in Alaska's logistics sector that ACCS may catalyze. This major investment in air cargo transfer and cold storage is expected to provide a foundational enterprise which other companies will build upon.

The employment impacts outlined in Table 5 include only the direct, indirect, and induced jobs and income associated with operation of the facility. Direct jobs are on-site. Indirect jobs are with local businesses that provide goods

and services in support of facility operations. Induced jobs are the result of facility employees spending their wages in the local economy. While significant in number, these jobs together do not provide a complete picture of the economic impact of the ACCS facility. There will also be jobs and income created as a result of services offered at the ACCS facility. These additional economic impacts are more difficult to forecast, though they are certain to materialize over time as manufacturers, shippers, buyers, and others use the facility to expand and add value to their operations. For example, research conducted elsewhere in the U.S. has demonstrated the relationship between cold storage facilities and development in the food, beverage, and biopharmaceuticals

sectors.

In Alaska, the seafood industry may leverage the greatest additional value from cold storage capacity at ANC. Only a small fraction of Alaska-produced seafood is sold fresh. Lack of cold storage infrastructure in close proximity to air freight transportation services is one key reason why markets for fresh Alaska seafood remain largely untapped. Alaska produces approximately \$300 million in fresh and live seafood annually, accounting for 7% of the total first wholesale value of fish produced in Alaska, which totaled \$4.47 billion in 2018. A small fraction (about 5%) of the lucrative Bristol Bay sockeye fishery is sold fresh. Further, only 10 to 15% of the fresh seafood produced in Alaska is sold

Benefits of Project

in export markets (\$32 million in 2018). With cold storage capacity at ANC and immediate access to the airport's global airfreight network, there will be abundant opportunity to grow the value of Alaska's seafood resources through sale of fresh products around the world. This increased value can result in more income

for fishermen, seafood processors, and coastal communities.

Alaska Food Security

The limited availability of cold storages has made Alaska particularly vulnerable to supply chain disruptions with estimates that the state's local food supply would last less than one-week if

cut off from normal deliveries. ACCS will improve Alaska's food security and reduce dependency on WA-based cold storages.

Energy Efficiency

Alaska Cargo and Cold Storage is to be one of the world's most energy efficient cold storages due to its innovative use of ground source heat pumps, tall building design, and rooftop solar array. The combination of solar and cold storage is particularly attractive in northern latitudes as the long summer days provide peak energy precisely when the load demand is highest. The 75' height of Phase I of ACCS is much higher than the typical 45' height, thereby adding volume with the same amount of roof area (where the greatest loss of heat results). Combined with the energy efficiency of ground source heat pumps and solar,

Table 5: ACCS Operations-Related Economic Impacts

	Phase I	Phase II	Combined Total
Direct Employment	60	100	160
Total Employment	115	190	305
Direct Labor Income (\$millions)	\$5.0	\$8.5	\$13.5
Total Labor Income (\$millions)	\$9.1	\$15.5	\$24.6
Annual Direct Gross Output (\$millions)	\$17.5	\$15.0	\$32.5
Total Annual Output (\$millions)	\$31.6	\$27.1	\$58.7
Annual Property Tax Payments (\$millions)	\$1.49	\$2.23	\$3.72

Source: McDowell Group estimates

Air Quality Conformity

the building will be exceptionally efficient.

Air Quality Conformity

and a general conformity determination is required prior to project approval.

AMATS worked with the Federal Highway Administration (FHWA) to determine if this project requires a Transportation Air Quality Conformity analysis like other projects in the 2040 MTP. It was determined by FHWA that since this project is not a highway or transit project and has no highway or transit components that the transportation air quality conformity analysis does not apply. While the project does not require the transportation air quality conformity analysis, the project is subject to General Conformity,

Fiscal Assumptions - Updated

The funding sources being used for this project are new and outside the fiscal assumptions developed for the 2040 MTP. The 2040 MTP is still fiscally constrained with this project being added in. They are shown in the tables 6-1 and 6-3.

Operations and Maintenance

This project will have no impacts on the Operations and Maintenance of the transportation network within the AMATS area.

Updated Table 6-1: Financial Constraint Analysis (\$ in Millions)

2018-2040 ALL Projects	Short-Term (2018 2030)	Long-Term (2031 2040)
Road, Bike/Ped/Trail, Railroad, Transit		
Project Costs	1,156.10	1,209.00
Inflation Amount on Project Costs	160.2	139.9
Total Project Costs	1,316.30	1,348.90
Revenue	1,313.40	1,357.80
Project Costs Carryover	2.9	(8.9)*
Total		

* The analysis performed indicated an estimated surplus of \$8.9 million by the end of the long-term planning period, in year 2040.

Updated Table 6-3: Revenue Sources (in year of expenditure dollars)**

REVENUE SOURCES	Notes*	REVENUE IN \$ MILLIONS		
		Short-Term (2018-2030) Total	Long-Term (2031-2040) Total	Total
MOA Road Capital (Road Bonds to MTP Projects)	Note 1	59.6	78.7	138.3
State Legislative Grants (Not Including State Bonds) - NHS	Note 2	65.9	112.3	178.2
State Legislative Grants (Not Including State Bonds) -Non-NHS	Note 2	101.8	173.7	275.4
Federal Other	Note 3	21	0	0
FHWA NHS (Anchorage & Chugiak/Eagle River)	Note 4	340.6	353.9	694.6
FHWA Non-NHS (Anchorage & Chugiak/Eagle River)	Note 5	273	271.2	544.2
HSIP	Note 6	75.4	66.3	141.7
GO Bond	Note 7	64	78.8	142.8
ACCS Partners	Note 8	66.9	0	66.9
Road Capital Revenue Source Total		1,068.20	1,134.90	2,115.20
Non-motorized Funds (10% of AMATS Allocation)	Note 9	42.7	41.7	84.4
Transportation Alternative Program (AMATS)	Note 10	13.6	12.4	26
MOA Capital (Bonds to Bike/Ped MTP Projects)	Note 11	101.4	62.2	163.6
State Legislative Grants - Non-Motorized	Note 12	10.9	18.6	29.5
Bike/Ped/Trails Capital Revenue Source Total		168.6	134.9	303.5
MOA Local Funds for Transit Capital	Note 13	0	0	0
General Obligation Bond Proceeds for Transit Capital	Note 14	2.4	2.3	4.7
State General Revenue for Transit Capital	Note 15	0.5	0.6	1.1
FTA Urbanized Area (UAP) program (5307)	Note 16	13.3	13	26.3
FTA Capital Program Funds (5309)	Note 17	7.1	6.9	14
MAP-21/FAST Bus & Bus Facilities Formula (5339)	Note 18	5.8	2.5	8.3
AMATS CMAQ Funding for Transit	Note 19	47.3	41.7	89
Transit Capital Revenue Source Total		76.4	67	143.4
Railroad track, Facilities, and Infrastructure	Note 20	29.1	21	50.1
Railroad Capital Revenue Total		29.1	21	50.1
Estimated Total Sources of Funding		1,313.10	1,357.80	2,612.20

*Notes 1 through 20 are provided in updated Appendix E. **Revenues include match amounts as required.

Appendix E - Updated

Short-term Cost Revenue

AMATS
Transportation Plan - Sources and Uses of Revenue (2018-2030) Short Term Total
(\$ in millions)

Source	Short Term												
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
2018-2040 ALL Projects													
Total Road, Bike/Ped/Trail, ARR													
Project Costs	1,079.4	1,068.5	1,029.7	978.1	917.9	852.9	789.5	708.7	549.7	461.4	369.2	273.0	172.7
Less: Year's Spending	31.8	59.1	70.7	78.2	81.8	78.9	94.7	169.8	97.3	99.4	101.5	103.7	169.9
Projects Deferred to Future Years	1,047.6	1,009.5	958.9	899.9	836.2	774.0	694.8	538.9	452.3	362.0	267.7	169.3	2.8
Inflation	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Deferred Projects	1,068.5	1,029.7	978.1	917.9	852.9	789.5	708.7	549.7	461.4	369.2	273.0	172.7	2.9
Total Transit and ARRC Project													
Costs	13.3	14.6	5.8	6.5	7.5	6.5	6.7	7.4	7.0	7.2	7.4	7.6	8.3
Less: Year's Spending	13.3	14.6	5.8	6.5	7.5	6.5	6.7	7.4	7.0	7.2	7.4	7.6	8.3
Projects Deferred to Future Years	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inflation	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Deferred Projects	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Project Costs	1,092.7	1,083.1	1,035.5	984.6	925.4	859.4	796.2	716.1	556.7	468.6	376.6	280.6	181.0
Less: Year's Spending	45.1	73.7	76.5	84.7	89.3	85.4	101.4	177.2	104.4	106.6	109.0	111.3	178.2
Projects Deferred to Future Years	1,047.6	1,009.5	958.9	899.9	836.2	774.0	694.8	538.9	452.3	362.0	267.7	169.3	2.8
Deferred Projects	1,068.5	1,029.7	978.1	917.9	852.9	789.5	708.7	549.7	461.4	369.2	273.0	172.7	2.9

Appendix E - Updated

Long-term Cost Revenue

AMATS

Transportation Plan - Sources and Uses of Revenue (2031-2040) Long Term Total

(\$ in millions)

2018-2040 ALL Projects

Total Road, Bike/Ped/Trail, ARR
Project Costs
Less: Year's Spending
Projects Deferred to Future Years
Inflation
Deferred Projects

Source	Long Term									
	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
Total Project cost	1,120.0	1,037.2	949.9	858.0	761.4	659.8	553.2	441.3	323.9	200.8
2018-2040 Annual Rev.	108.2	110.4	112.8	115.2	117.7	120.1	122.7	125.3	128.0	209.5
Projects Deferred to Future Years	1,011.9	926.7	837.1	742.8	643.7	539.7	430.5	316.0	195.9	(8.7)
Inflation	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Deferred Projects	1,037.2	949.9	858.0	761.4	659.8	553.2	441.3	323.9	200.8	(8.9)
Total Transit and ARRC Project Costs	6.4	6.0	6.1	6.8	6.4	6.5	7.3	6.8	6.9	7.7
Less: Year's Spending	6.4	6.0	6.1	6.8	6.4	6.5	7.3	6.8	6.9	7.7
Projects Deferred to Future Years	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inflation	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Deferred Projects	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Project Costs	1,126.4	1,043.2	956.0	864.8	767.8	666.3	560.5	448.1	330.8	208.5
Less: Year's Spending	114.6	116.4	118.9	122.0	124.0	126.7	130.0	132.1	134.9	217.2
Projects Deferred to Future Years	1,011.9	926.7	837.1	742.8	643.7	539.7	430.5	316.0	195.9	(8.7)
Deferred Projects	1,037.2	949.9	858.0	761.4	659.8	553.2	441.3	323.9	200.8	(8.9)

Legend

Federal

State

Local

ARRC



Notes

Note 1) 2018-2024 reflects the Capital Improvement Program (CIP) Numbers for roadway projects in the MTP. Year 2025 is the 2005-2024 CIP MTP Road average with CPI applied beginning in 2026.

Note 2) 2018-2019 reflect actual legislative capital dollars received for roadway projects in the MTP. 2020-2023 reflect the current and anticipated State of Alaska budget reduction. 2024 is an average of the 2006-2019 Capital Budget grants to MTP projects. CPI applied beginning in 2025.

Note 3) Reflects possible federal grants such as BUILD, FASTLANE, or others.

Note 4) 2018 reflects obligated NHS numbers provided by DOT&PF. 2019 is an average of 2000-2018 obligated NHS numbers with CPI beginning in 2020.

Note 5) 2018 reflects obligated AMATS allocation amounts listed in the 2018 Obligation Report provided by DOT&PF. 2019-2022 reflects the draft 2019-2022 TIP based on the 2018-2021 STIP. 2023-2040 reflects expected AMATS Non-NHS allocation. Reduced by 10% for Transportation Alternatives, 10% for CMAQ and 15% for Pavement Replacement each year based on current AMATS policy. CPI applied beginning in 2023.

Note 6) 2018 reflects the 2015-2018 TIP HSIP amount. 2019-2020 reflect the draft 2019-2022 TIP. 2021+ reflects \$5M per year, based on a recommendation from DOT&PF with CPI applied in 2023.

Note 7) Based on an average of GO bonds in 2002, 2008, & 2012. Assumes next GO bond infusion in 2030 and 2040. Increases annually by CPI starting in 2019.

Note 8) This funding information was provided by the Alaska Energy Authority who applied for the BUILD grant for the Alaska Cargo and Cold Storage project.

Note 9) 10% of AMATS allocation per current policy

Note 10) Portion of the Statewide TAP funding that AMATS receives. 2018-2019 reflects the draft 2019-2022 TIP and 2020 reflects TAP funding received per year from 2015-2018 with CPI applied beginning in 2021.

Note 11) 2018-2024 reflects the Capital Improvement Program (CIP) Numbers for non-motorized projects in the MTP. Year 2025 is the 2005-2024 CIP MTP non-motorized average with CPI applied beginning in 2026.

Note 12) 2018-2019 reflects State Legislative Capital Grants to the MOA for non-motorized projects. 2020-2023 reflect the current and anticipated State of Alaska budget reduction. 2024 reflects the average of 2006-2019 State Legislative Capital Grants to the MOA for non-motorized projects with CPI applied beginning in 2025.

Note 13) Funds allocated to transit out of the general revenues of the governmental entity. General revenue funds are determined through the local government's annual budgeting process. 2018-2019 reflects MOA Operating Budget. 2020 reflects an average of 2015-2019 with CPI applied in 2021.

Note 14) A financing mechanism used to raise funds. A bond is secured debt offered through a legal entity that guarantees the purchaser's right to receive a fixed interest payment and the right to be paid the par value of the bond at a definite future date when the bond matures. 2020 reflects an average of 2015-2019 with CPI applied in 2021.

Note 15) Financial assistance obtained from the state government to assist with paying the costs of providing transit services. 2018-2019 reflect zero funding. 2020 reflects the average of 2015-2019 with CPI applied in 2021.

Note 16) Federal Highway Administration (FHWA) program whose funds can be flexed to FTA Section 5307 Urbanized Area Formula Program for transit projects. The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes federal resources available to urbanized areas and to governors for transit capital and operating assistance in urbanized areas and for transportation-related planning. 2018 is an average of 2015-2017 with CPI applied in 2019.

Note 17) FTA's primary grant program for funding major transit capital investments. 2018 reflects an average of 2015-2017 with CPI applied in 2019.

Note 18) FTA grant program which provides funding through a competitive allocation process to states and transit agencies to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. \$500k every 3 years after 2019 with CPI applied starting in 2020.

Note 19) CMAQ funding provided by AMATS.

Note 20) Railway/railroad infrastructure projects funded by combination of ARRC, FTA Sec 5307, and FRA Federal funds. 2018-2022 information provided by the AMATS TIP. 2023 is an average of 2018-2022 with CPI applied in 2024.

Revenue Assumptions



AMATS 2040 MTP - All Projects Project Capital Funding Sources (\$ in Millions)

	Notes	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
State Legislative Grants (not including State Bonds) - NHS	Note 1	0.0	0.0	0.0	0.0	0.0	0.0	8.8	9.0	9.2	9.4	9.6	9.8
State Legislative Grants (not including State Bonds) -Non-NHS	Note 2	0.0	0.0	0.0	0.0	0.0	0.0	13.7	13.9	14.2	14.5	14.8	15.1
Federal Other	Note 2	0.0	0.0	0.0	0.0	3.2	0.0	0.0	17.8	0.0	0.0	0.0	0.0
FHWA NHS (Anchorage & Chugiak/Eagle River)	Note 3	2.6	25.1	25.6	26.1	26.7	27.2	27.8	28.4	29.0	29.6	30.2	30.9
FHWA Non-NHS (Anchorage & Chugiak/Eagle River)	Note 4	28.6	29.4	30.1	30.9	31.5	32.1	32.8	33.5	34.2	34.9	35.6	36.4
Non-Motorized	Note 5	4.7	9.4	7.3	5.0	5.0	5.1	5.2	5.3	5.4	5.6	5.7	5.8
Gasline Infrastructure	Note 6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ACCS Partners	Note 7	0.0	0.0	0.0	0.0	10.2	0.0	0.0	56.7	0.0	0.0	0.0	0.0
Estimated Total Sources of Funding	Note 8	26.5	52.9	56.6	58.9	66.7	54.4	79.0	159.0	86.3	88.1	90.0	91.9
Road Revenue Source Total		62.4	116.8	119.6	120.9	143.2	118.9	167.3	323.7	178.3	182.1	186.0	189.9
Transportation Alternatives Program (AMATS)	Note 9	0.9	1.7	0.9	0.9	0.9	1.0	1.0	1.0	1.0	1.0	1.1	1.1
MOA Capital (bonds to bike/ped MTP projects)	Note 10	1.5	1.5	10.2	15.3	11.0	20.3	10.0	5.0	5.1	5.2	5.3	5.4
State Legislative Grants - Non-Motorized	Note 11	0.0	0.0	0.0	0.0	0.0	0.0	1.5	1.5	1.5	1.6	1.6	1.6
Estimated Total Sources of Funding	Note 12	5.3	6.1	14.1	19.3	15.1	24.5	15.7	10.8	11.1	11.3	11.5	11.8
Bike/Ped/Trails Revenue Source Total		7.7	9.3	25.2	35.5	27.0	45.7	28.2	18.3	18.7	19.1	19.5	19.9
General Obligation Bond Proceeds	Note 13	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
State General Revenue	Note 14	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1
FTA Urbanized Area (UAP) program (5307)	Note 15	0.9	0.9	0.9	1.0	1.0	1.0	1.0	1.0	1.1	1.1	1.1	1.1
FTA Capital Program Funds (5309)	Note 16	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.6	0.6	0.6	0.6	0.6
MAP-21/FAST Bus & Bus Facilities Formula (5339)	Note 17	0.0	4.3	0.0	0.0	0.5	0.0	0.0	0.5	0.0	0.0	0.5	0.0
AMATS CMAQ Funding for Transit	Note 18	2.9	7.5	3.0	3.1	3.2	3.2	3.3	3.4	3.4	3.5	3.6	3.6
Estimated Total Sources of Funding	Note 19	4.4	13.4	4.7	4.8	5.3	5.0	5.1	5.7	5.3	5.4	6.0	5.6
Transit Revenue Source Total		8.8	26.7	9.3	9.5	10.7	9.9	10.1	11.4	10.6	10.8	12.1	11.2
Estimated Total Sources of Funding	Note 20	8.9	1.2	1.1	1.8	2.2	1.6	1.7	1.7	1.7	1.8	1.8	1.8
Railroad Revenue Source Total		8.9	1.2	1.1	1.8	2.2	1.6	1.7	1.7	1.7	1.8	1.8	1.8
Estimated Total Sources of Funding		78.9	152.9	154.2	165.9	180.9	174.5	205.6	353.4	207.6	212.0	217.5	221.0

AMATS 2040 MTP - All Projects Project Capital Funding Sources (\$ in Millions)

	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	Total
State Legislative Grants (not including State Bonds) - NHS	10.0	10.2	10.4	10.7	10.9	11.1	11.3	11.6	11.8	12.1	12.3	178.2
State Legislative Grants (not including State Bonds) -Non-NHS	15.5	15.8	16.1	16.5	16.8	17.2	17.5	17.9	18.3	18.6	19.0	275.4
Federal Other	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.0
FHWA NHS (Anchorage & Chugiak/Eagle River)	31.5	32.2	32.9	33.5	34.2	35.0	35.7	36.4	37.2	38.0	38.8	694.6
FHWA Non-NHS (Anchorage & Chugiak/Eagle River)	37.2	37.9	38.7	39.5	40.4	41.2	42.1	43.0	43.9	44.8	45.7	844.3
Non-Motorized	5.9	6.0	6.2	6.3	6.4	6.6	6.7	6.8	7.0	7.1	7.3	141.7
Gasline Infrastructure	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ACCS Partners	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	66.9
Estimated Total Sources of Funding	157.9	95.9	97.9	100.0	102.1	104.3	106.5	108.8	111.1	113.5	194.7	2203.1
Road Revenue Source Total	257.9	198.0	202.2	206.5	210.8	215.3	219.8	224.5	229.2	234.1	317.8	4425.3
Transportation Alternatives Program (AMATS)	1.1	1.1	1.2	1.2	1.2	1.2	1.3	1.3	1.3	1.3	1.4	26.1
MOA Capital (bonds to bike/ped MTP projects)	5.5	5.7	5.8	5.9	6.0	6.1	6.3	6.4	6.5	6.7	6.8	163.5
State Legislative Grants - Non-Motorized	1.7	1.7	1.7	1.8	1.8	1.8	1.9	1.9	2.0	2.0	2.0	29.4
Estimated Total Sources of Funding	12.0	12.3	12.5	12.8	13.1	13.3	13.6	13.9	14.2	14.5	14.8	303.5
Bike/Ped/Trails Revenue Source Total	20.3	20.7	21.2	21.6	22.1	22.5	23.0	23.5	24.0	24.5	25.0	522.5
General Obligation Bond Proceeds	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.3	0.3	4.7
State General Revenue	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	1.1
FTA Urbanized Area (UAP) program (5307)	1.2	1.2	1.2	1.2	1.3	1.3	1.3	1.3	1.4	1.4	1.4	26.3
FTA Capital Program Funds (5309)	0.6	0.6	0.6	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.8	14.0
MAP-21/FAST Bus & Bus Facilities Formula (5339)	0.0	0.6	0.0	0.0	0.6	0.0	0.0	0.6	0.0	0.0	0.7	8.2
AMATS CMAQ Funding for Transit	3.7	3.8	3.9	4.0	4.0	4.1	4.2	4.3	4.4	4.5	4.6	89.0
Estimated Total Sources of Funding	5.8	6.4	6.0	6.1	6.8	6.4	6.5	7.3	6.8	6.9	7.7	143.3
Transit Revenue Source Total	11.5	12.9	11.9	12.2	13.7	12.7	13.0	14.6	13.6	13.8	15.5	286.6
Estimated Total Sources of Funding	1.9	1.9	1.9	2.0	2.0	2.1	2.1	2.2	2.2	2.3	2.3	50.0
Railroad Revenue Source Total	1.9	1.9	1.9	2.0	2.0	2.1	2.1	2.2	2.2	2.3	2.3	50.0
Estimated Total Sources of Funding	289.7	231.6	235.3	240.3	246.6	250.6	255.9	262.5	266.8	272.4	358.3	5234.4