

PORT OF ANCHORAGE

```
graph TD; WS[William Sheffield  
Port Director] --- DB[Diane Bickford  
Executive Assistant]; WS --- SR[Stephen Ribuffo  
Deputy Port Director]; WS --- SA[Suzanne Armstrong  
Marketing & Public Affairs]; SR --- TC[Todd Cowles  
Port Engineer]; SR --- EL[Edward Leon  
Finance & Admin.]; SR --- LC[Leo Carroll  
Special Projects *]; SR --- SG[Stuart Greydanus  
Ops/Maintenance & FSO]; SG --- JR[Jan Scroggs  
Accounts Receivable]; SG --- PR[Paul Rotkis  
Safety Coord.]; SG --- CC[Carl Cartwright  
Maintenance Supv.]; CC --- LW[+10 Maintenance  
Workers]; LK[Linda Combs  
Receptionist - A/P];
```

The organizational chart for the Port of Everett is structured as follows:

- William Sheffield**
Port Director
 - Diane Bickford**
Executive Assistant
 - Stephen Ribuffo**
Deputy Port Director
 - Todd Cowles**
Port Engineer
 - Edward Leon**
Finance & Admin.
 - Leo Carroll**
Special Projects *
 - Stuart Greydanus**
Ops/Maintenance & FSO
 - Jan Scroggs**
Accounts Receivable
 - Paul Rotkis**
Safety Coord.
 - Carl Cartwright**
Maintenance Supv.
 - +10 Maintenance Workers**
 - Suzanne Armstrong**
Marketing & Public Affairs
- Linda Combs**
Receptionist - A/P

PORT - 1

PORT OF ANCHORAGE PROFILE

ORGANIZATION

The Port of Anchorage is organized into the following functional areas: Administration, Port Operations and Maintenance, Engineering, Finance, Marketing and Public Affairs. The Administrative responsibility entails day-to-day business functions. The Engineering function is responsible for construction management/engineering and real estate management. Operations and Maintenance functions include management of vessel movements and dockside activities, general upkeep and operation of the facilities, equipment and security. Marketing and Public Affairs is responsible for all intergovernmental relations and public outreach.

HISTORY

The Port of Anchorage commenced operation in September 1961, with a single berth. In its first year of operation, 38,000 tons of cargo crossed the Port's dock. In 2008, 4.3 million tons crossed the dock. The Port of Anchorage is a major economic factor and one of the strongest links in the Alaska transportation chain. This chain enables residents statewide from Cordova to Barrow to take full advantage of the benefits of inexpensive waterborne commerce through this regional Port. The Port of Anchorage contributes an estimated \$1.4 billion annually to Alaska's economy. The Port and its stakeholder's have maintained a notable safety record throughout the four (4) decades the Port has been in operation. In 2004, the Port of Anchorage was named as the Nation's 15th National Strategic Seaport.

SERVICES

Approximately 90% of the consumer goods and foodstuffs sold within the Railbelt and beyond (80% of the State's population) move through the Port of Anchorage on a year-round basis. Container service is available twice a week from Puget Sound through two domestic ocean carriers and increases seasonally when needed by one additional container vessel per week. Bulk shipments are both domestic and foreign, and involve imports of basic commodities such as cement, refined petroleum products and construction materials. The Port of Anchorage, due to its strategic global position and close proximity to neighboring major military bases, Elmendorf Air Force Base and Fort Richardson, is a key transportation mode for Department of Defense strategic activities concerning mobilization planning and the shipping/transport of jet fuel and other related petroleum products and bulk cargo for military use. The Port serves as the primary export facility for the state's largest petroleum refinery in North Pole, and facilitates in the delivery of refined petroleum products from the State's other refineries.

The Municipality of Anchorage is the Grantee of Anchorage Foreign Trade Zone (FTZ) No. 160, the only activated FTZ in the State of Alaska. The Port of Anchorage is the Municipal department responsible for the administration of the FTZ program in Anchorage. At the present time FTZ No. 160 is comprised of seven sites totaling some 1,000 acres located at the Port of Anchorage, Anchorage International Airport and at five private sites throughout the Municipality. An application for subzone status for the Tesoro Petroleum refinery in Kenai was approved by the United States Department of Commerce, Foreign Trade Zones Board in May 2001.

REGULATION

Dock Revenue rates for the Port of Anchorage are established in the Port of Anchorage Terminal Tariff No. 6 and through contractual Terminal Preferential Usage Agreements. Changes to the tariff and adjustments to the five (5) year term Preferential Usage Agreements' charges require approval by the Anchorage Port Commission, subject to final approval by the Anchorage Municipal Assembly and the Federal Maritime Commission.

Port Industrial Park Revenue is derived from long-term leases of properties in the Port Industrial Park. The leases provide for five-year rate adjustments that are performed in accordance with Anchorage Municipal Code provisions. Leases and lease options are subject to Municipal Assembly approval.

ENVIRONMENTAL MANDATES

The Port complies with a broad range of local, state and federal environmental standards, including all provisions of the National Environmental Policy Act (NEPA), Clean Water Act, Clean Air Act, National Pollution Discharge Elimination System (NPDES), Endangered Species Act and Coastal Zone Management Plan.

PHYSICAL PLANT

Real Estate: 128 acres of developed uplands

400 acres of economically developable tidelands to the north and south of
the existing Industrial Park and dock area

1,000 acres of submerged lands offshore from tidelands holdings

1,528 total acres

Terminals:

- Three General Cargo Terminals, 2,109 ft. of dock face, container, roll on\roll off, bulk cement and break bulk capabilities
- Two Bulk Petroleum Product Terminals with 600 feet each of berthing space with four 2,000-bbl./hr.-product pipelines each
- Operating depth at all facilities: dredged to -35 feet MLLW
- Maximum vessel tonnage: 60,000 DWT
- Maximum length and breadth: No limit
- On-dock Transit Shed with 27,000 square foot heated storage/office space

Cargo Handling Equipment:

- Rail mounted, electric Container Cranes:
(2) 30 ton and (1) 40 ton
- Portable Cranes to 150 tons available
- Forklifts to 30 tons available
- Bulk Petroleum Valve Yard capable of accommodating multiple simultaneous marine/shore and/or inter-user shore side transfers.

U.S. Port of Entry: Foreign Trade Zone service available.

PORT OF ANCHORAGE OPERATING AND CAPITAL BUDGET ASSUMPTIONS

Below are the general budget assumptions for the Port of Anchorage's 2010 Operating and Capital Budgets provided by the Office of Management and Budget.

WAGES

Wage increases were in accordance with current labor agreements. For labor agreements that expire during the budgeting period, wage increases of 2.8% for 2010 were assumed.

For Non-Reps, wage increases of 2.8% were assumed for 2010.

For Executives, the 2009 level of compensation was reduced by 5.0% for 2010.

INTEREST

Short-term interest income will be calculated assuming a rate of 0.25%.

BENEFITS

PERS – For 2010 was assumed at the rate of 22% except for Operating Engineers personnel whose rate is assumed at 18.0%.

Social Security (FICA) – 6.20% of factored wage.

Unemployment Compensation – 0.20% of factored wage.

2010 IMPACTS/ASSUMPTIONS SPECIFIC TO THE PORT OF ANCHORAGE

1. The Port of Anchorage's Tariff #6 is undergoing the review process with the possibility of being revised. Until such time as the review process is completed, the Port of Anchorage assumes no changes to the current tariff.
2. The Port assumes MUSA/MESA (in lieu of taxes) to be 1.25% of operating revenues beginning with Fiscal Year 2010.
3. The Port vacated several right-of-ways within the Port area and is in the process of establishing Fragmented Lot Lines to allow the consolidation of multiple leases with TOTE, Horizon Lines and other Port users. Future lease negotiations for additional land by Port tenants may occur as a result of the Port expansion project.
4. 2010 Expenses are anticipated slightly higher to 2009 primarily due to an increase in facility improvements resulting from repairs and maintenance as opposed to renovating in anticipation of complete replacement in the near future; increase in Depreciation resulting from new assets being added to the Port's Plant value; and, an increase in interest expense from anticipated Commercial Paper Issuance increases for the Port's Intermodal Expansion Project.
5. The Port has embarked on an eight-year Port Intermodal Expansion Program that will double the acreage and triple berthing capability. Federal agency and State grants, Revenue Bonds and Port matching monies will combine to fund construction costs. Grant matching fund amounts have been estimated based on current grant requirements. Local financial resources required for the expansion include an allocation of \$41 million in Port retained earnings over the life of the project.

As part of the match for federal funds, the Port has requested state reimbursable capital funding for the Port's Intermodal Expansion Program.

At the federal level, Department of Defense, Federal Highway Administration and the Federal Transportation Administration have committed to assist the Port's expansion project. The Port anticipates additional federal appropriations requests for FY 2010-2012.

PORT OF ANCHORAGE HIGHLIGHTS AND FUTURE EVENTS

PORT INTERMODAL EXPANSION PROGRAM (PIEP)

The Port has initiated a program of ongoing, extensive efforts to secure project funding through a combination of federal, state and local financial resources. Started in 2003, this Port expansion will occur incrementally over an eight year period. The Capital Improvement project provides for flexibility in sequencing for the PIEP as funding becomes available for project development and construction activities.

The PIEP has three primary objectives: 1) stimulate economic development for the Municipality and the region by providing marine and landside transportation system improvements; 2) accommodate existing customer requirements without interruption; and 3), accommodate growth and demand for Port services, especially with respect to potential new customers and the new generation of vessels anticipated to call at the Port. The U.S. Maritime Administration (MARAD) is the Federal Lead Agency for Port development.

The PIEP has received the support of Congress in receiving funds through the Department of Defense, the Federal Highway Administration and the Federal Transportation Administration in the total amount of \$135.4 million dollars. In addition to federal funds the Port has received \$61.2 million in grant funds from the State of Alaska and has set aside or contributed \$57.5 million in Port earnings in order to match the federal appropriations.

The Port has a close working relationship with the Alaska Rail Road Corporation and DOT&PF, as well as other transportation agencies. This collaboration will improve intermodal connections to the highway and rail systems as part of the PIEP project. As part of the PIEP, the Port has already completed constructing a road and rail line with two sidings around the Eastern Port perimeter. By project completion, the rail line will terminate in the North Tidelands and provide for barge off-load service to a Trailer On Flat Car (TOFC) yard via three rail lines and one road. This road/rail development will also provide access to develop additional areas in the North Tidelands in support of mega-module assembly and load out activities. The first phase of this project was completed in 2005.

Totem Ocean Trailer Express, Inc. (TOTE), one of the major general cargo/container carriers calling at the Port of Anchorage, made a significant decision in 1999 to design and construct new ships for its Alaska trade. These new 840 foot Orca Class roll-on/roll-off vessels accommodate trailers 53 feet or greater in length and provide dedicated vehicle stowage. These two new vessels, the Midnight Sun and the North Star, have both been in service since August 2003. In support of new vessel operations, TOTE and the Port initiated a major development project that reconfigured and renovated Port real estate used by TOTE. Construction activities consisted of vacating Tidewater Road adjacent to TOTE leaseholds, relocating all underground utilities and realigning existing fencing to yield one contiguous staging area for TOTE operations.

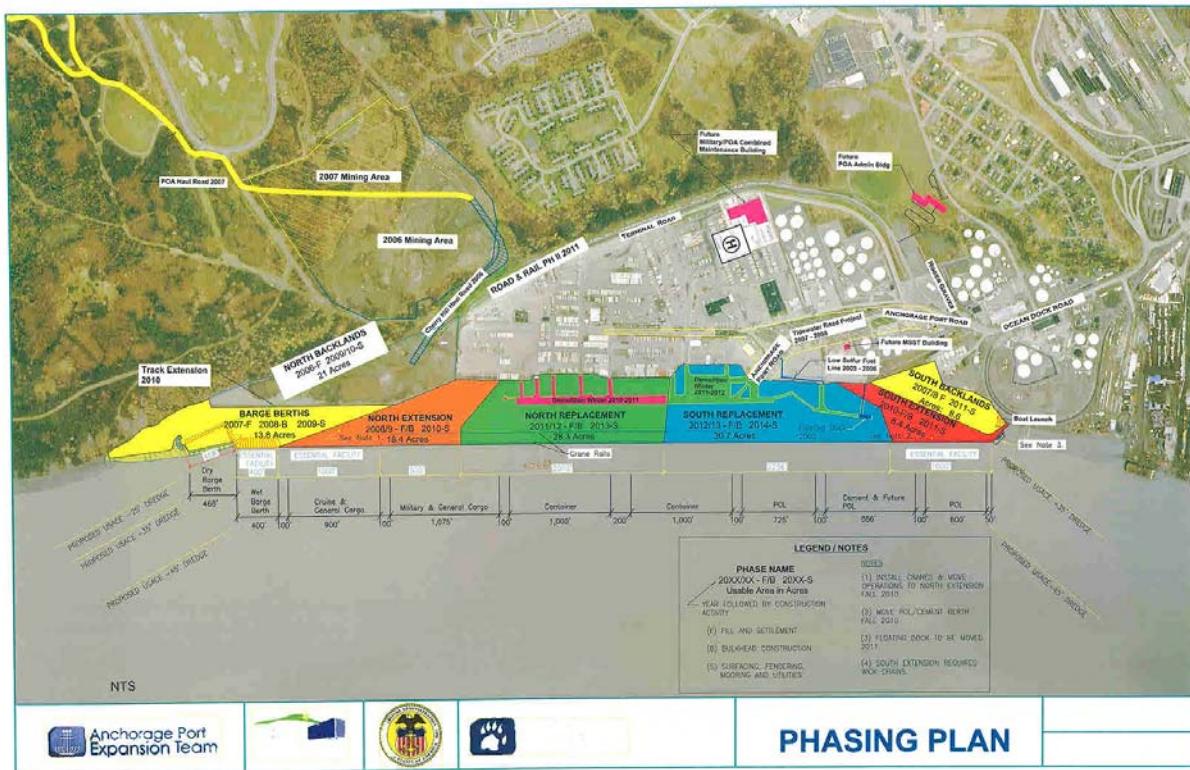
In preparation for the impacts of the PIEP, and to better utilize Port managed property and roadway systems, the Port of Anchorage vacated the public rights-of-way of Terminal Road, Gull Avenue and two fire alleys. The right-of-way vacation and new designation as internal roads have enhanced Port security and traffic safety. The re-platting action will cause improved cargo access and an increase in customer operating efficiencies. Several small parcels of

property will be eliminated, creating a large single tract of land. This will bring about a better functional use of all Port cargo staging and storage areas and allow greater flexibility to meet current and future Port business needs.

STRATEGIC PLAN

The Port of Anchorage Intermodal Expansion Project was started in 2002 in order to address the congestion and constraints that demand has placed on this important transportation and freight facility, and to replace the deteriorating dock structures that are 25 years passed original design life and are not built to modern engineering standards for operational or seismic integrity.

The overarching goal of the Port of Anchorage Intermodal Expansion Project is to complete the expansion and construction of facilities without interruption of commercial operations. Completion of the North Extension is critical to achieving this goal. Once completed, container ships and cruise ships will be able use the North Extension facilities, which will allow the Port of Anchorage to demolish and condemn the current facilities. Please refer to the Port of Anchorage Intermodal Expansion Project phasing plan that follows for facility and design layout:



Additionally, preparations are underway to accommodate the arrival of the Holland America Lines M/S Amsterdam beginning in May of 2009.

The Port's strategic plan for 2009 and 2010 are closely related and are included herein:

North Extension: (2009)

- Installation of 1,840 linear ft of OCSP bulkhead
- Placement of 260,500 cy of fill
- Vibracompaction to densify previously placed fill
- Extension of electrical & telecommunication utilities
- Begin installation of piles for the container crane structure
- Begin installation of deep well anodes for corrosion protection
- Realignment of the Dena'ina Road where it enters the Port
- Lowering of the EAFB jet fuel line where it exits the Port

North Extension: (2010)

- Surface North Extension
 - 1840 linear feet of dock face/fenders and mooring and 750 linear feet of crane rail
 - Placement of 90,000 cy fill material
 - Placement of 6,200 cy concrete
 - Placement of 15,800 tons of asphalt surfacing
 - Installation of utilities
- Install new crane rails at North Extension
- Placement of 16,000 tons of asphalt surfacing at North Backlands

PORT OF ANCHORAGE WORKFORCE PROJECTIONS

<u>Category</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>
Administrative / Engineering	10	10	10	10	10	10	10
Operations / Maintenance	11	11	12	12	13	14	14
Port Development	0	0	0	0	0	0	0
Subtotal	21	21	22	22	23	24	24
Part Time / Temporary	0	0	0	0	0	0	0
Total	21	21	22	22	23	24	24

PORT OF ANCHORAGE											
11 - YEAR SUMMARY											
UTILITY FORMAT - 2010 OPERATING BUDGET (000's Omitted)											
	Actual				Proforma	Budget	Forecast				
Financial Overview	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Revenues	\$13,527	\$13,833	\$14,237	\$12,886	\$14,048	\$13,725	\$16,256	\$16,318	\$16,888	\$18,115	22,344
Expenses	\$9,679	\$10,081	\$10,809	\$12,031	\$12,049	\$11,625	\$12,374	\$15,997	\$18,242	\$18,465	18,461
Net Income (Regulatory)	\$3,848	\$3,752	\$3,428	\$856	\$1,998	\$2,100	\$3,882	\$320	(\$1,354)	(\$349)	\$3,883
Budgeted Positions	21	21	21	21	21	21	21	22	22	23	24
Capital Program	\$5,725	\$6,120	\$12,500	\$48,515	\$25,008	\$30,193	\$39,398	\$47,492	\$27,292	\$3,192	\$3,592
Bond Sales and Other Loans (*)	\$0	\$0	\$0	\$40,000	\$40,000	\$15,000	\$20,000	\$0	\$0	\$0	\$0
Net Plant (12/31)	\$46,464	\$45,969	\$56,554	\$58,391	\$58,000	\$56,000	\$133,097	\$145,962	\$138,160	\$130,358	\$122,557
MESA	\$539	\$525	\$495	\$481	\$424	\$389	\$373	\$343	\$2,214	\$2,418	\$2,306
Total Net Assets	\$92,802	\$52,327	\$55,755	\$56,611	\$58,609	\$60,710	\$64,591	\$64,912	\$63,558	\$63,209	\$67,092
General Cash Pool	\$10,135	\$17,332	\$21,884	\$26,359	\$26,359	\$26,359	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000
Construction Cash Pool	\$11,385	\$30,301	\$27,859	\$26,351	\$20,000	\$22,000	\$25,000	\$25,000	\$25,000	\$25,000	25,000
Bond & Other Loan Reserve Cash	\$1,256	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000
Total Cash (12/31)	\$22,776	\$48,633	\$50,743	\$53,710	\$47,359	\$49,359	\$36,000	\$36,000	\$36,000	\$36,000	\$36,000
IGC's - General Government	\$316	\$341	\$409	\$430	\$602	\$577	\$592	\$568	\$571	\$574	\$507
Total Outstanding Debt (12/31)	\$1,297	\$0	\$0	\$40,000	\$40,000	\$55,000	\$80,300	\$100,216	\$99,812	\$99,389	\$98,946
Debt Service - Cm'l Paper Int - Capitalized	\$0	\$0	\$0	\$0	\$0	\$1,100	\$1,833	\$3,092	\$3,092	\$3,092	\$3,092
Debt Service Coverage (Cm'l Paper Interest)	0.00	0.00	0.00	5.07	6.09	5.03	4.59	2.90	2.57	2.90	4.26
Debt/Equity Ratio (12/31)	1 / 99	0 / 100	0 / 100	27 / 73	26 / 74	29 / 71	37 / 63	42 / 58	42 / 58	42 / 58	41 / 59
Tariff Wharfage Rates (7/1):											
1250 Containers/Ton (***)	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00
1250 Petroleum, Bulk/Barrel (***)	\$0.13	\$0.13	\$0.13	\$0.13	\$0.13	\$0.13	\$0.13	\$0.13	\$0.13	\$0.13	\$0.13
1250 Cement, Bulk/Ton (***)	\$1.20	\$1.10	\$1.20	\$1.25	\$1.25	\$1.25	\$1.25	\$1.25	\$1.25	\$1.25	\$1.25
Statistical/Performance Trends:											
Tonnage (in thousands) (****)	5,101	2,926	3,100	3,200	4,969	4,747	4,800	4,867	4,908	4,928	7,014
Revenue/Ton	2.79	4.40	3.54	3.56	2.87	3.12	3.39	3.35	3.44	3.68	3.19
(*) Other Loan funds will be used to help complete the Port expansion. Other Loan funds are projected at an interest rate of 2.00%											
(*) The Port's ability to service debt is a combination of Net Income PLUS the Expense Category "Depreciation":											
Net Income Above	\$3,848	\$3,752	\$3,428	\$856	\$1,998	\$2,100	\$3,882	\$320	(\$1,354)	(\$349)	\$3,883
Depreciation	\$3,536	\$3,750	\$4,108	\$4,649	\$4,000	\$4,500	\$5,000	\$7,635	\$8,302	\$8,302	\$8,302
Available to Service Debt	\$7,385	\$7,502	\$7,536	\$5,505	\$5,998	\$6,600	\$8,882	\$7,956	\$6,948	\$7,953	\$12,185
(**) GASB 33 capital grant revenue not included.											

PORT OF ANCHORAGE
2007 - 2010
STATEMENT OF REVENUES AND EXPENSES

	2007 <u>Actual</u>	2008 <u>Actual</u>	2009 <u>Proforma</u>	2010 <u>Budget</u>
OPERATING REVENUE				
Dock Revenue	5,326,021	5,237,696	6,071,350	5,851,320
Industrial Park Revenue	4,029,120	4,158,226	4,338,370	5,001,650
Other Operating Revenue	639,397	533,476	551,000	526,000
TOTAL OPERATING REVENUE	9,994,538	9,929,398	10,960,720	11,378,970
OPERATING EXPENSES				
Labor	2,145,122	2,299,783	2,671,233	2,620,057
Supplies	139,548	218,897	179,540	210,700
Other Services & Charge	1,898,366	1,697,876	2,135,120	2,050,060
IGC's	409,476	429,639	601,509	576,800
Depreciation / Amortization	4,108,295	4,649,017	4,000,000	4,500,000
Municipal Enterprise Service Assessment	494,719	480,867	500,000	388,738
TOTAL OPERATING EXPENSE	9,195,526	9,776,079	10,087,402	10,346,355
OPERATING INCOME	799,012	153,319	873,318	1,032,615
NON-OPERATING REVENUE (*)				
Interest Income	2,427,727	254,721	1,211,190	897,800
Pipeline Right-of-Way Fee	181,227	177,083	145,000	170,000
Gain / Loss - Disposal of Property	0	52,470	0	0
Miscellaneous Non-Operating Revenue	0	0	0	0
Other Non-Operating Revenue	1,633,599	2,472,788	1,730,640	1,278,189
TOTAL NON-OPERATING REVENUE	4,242,553	2,957,062	3,086,830	2,345,989
NON-OPERATING EXPENSE				
Interest on Long-Term Debt	0	0	1,200	0
Other Non-operating Expense	1,613,410	2,254,587	1,960,602	1,278,189
TOTAL NON-OPERATING EXPENSE	1,613,410	2,254,587	1,961,802	1,278,189
NON-OPERATING INCOME	2,629,143	702,475	1,125,028	1,067,800
NET INCOME (REGULATORY)	3,428,155	855,794	1,998,346	2,100,415
ADJUSTMENTS FOR GAAP	0	0	0	0
NET INCOME GAAP	3,428,155	855,794	1,998,346	2,100,415

(*) GASB 33 capital grant revenue not included

**PORT OF ANCHORAGE
STATEMENT OF SOURCES AND USES OF CASH**

	2007 <u>ACTUAL</u>	2008 <u>ACTUAL</u>	2009 <u>PRO-FORMA</u>	2010 <u>BUDGET</u>
SOURCES OF CASH FUNDS:				
Net Income GAAP	3,428,155	855,794	1,998,346	2,100,415
Depreciation / Amortization	4,108,295	4,649,017	4,000,000	4,500,000
Equity / Operations (*)	0	0	0	0
Grants	0	7,666	0	0
Bonds and Other Loans	0	40,000	20,000	0
Amortization of Debt Discount	0	0	0	0
Principal Payments, Financing Leases	103,927	35,828	11,190	7,800
Disposition of Assets	0	52,469.70	0.00	0
State Debt Repayment	0	0	0	0
TOTAL SOURCES OF FUNDS	<u>7,640,377</u>	<u>5,640,775</u>	<u>6,029,536</u>	<u>6,608,215</u>
USES OF CASH FUNDS:				
Additions to Plant	1,720,000	2,500,000	1,500,000	1,500,000
Bond Principal Payments	0	0	0	0
Matching Funds to MARAD (**)	5,400,000	5,400,000	5,400,000	4,000,000
Net Effect of Changes on Balance Sheet Which Affect Cash				
TOTAL USES OF FUNDS	<u>7,120,000</u>	<u>7,900,000</u>	<u>6,900,000</u>	<u>5,500,000</u>
NET INCREASE (DECREASE) IN CASH FUNDS	520,377	(2,259,225)	(870,464)	1,108,215
CASH BALANCE JANUARY 1,	44,321,679	44,842,056	42,582,831	41,712,367
CASH BALANCE DECEMBER 31,	<u>44,842,056</u>	<u>42,582,831</u>	<u>41,712,367</u>	<u>42,820,582</u>
DETAIL OF CASH BALANCE				
Equity in General Cash Pool	17,332,000	17,332,000	17,332,000	18,339,050
Equity in Construction Cash Pool	20,486,339	15,505,291	25,858,989	25,000,000
Revenue Bond Maintenance Reserve	1,000,000	1,000,000	1,000,000	1,000,000
TOTAL CASH DECEMBER 31,	<u>38,818,339</u>	<u>33,837,291</u>	<u>44,190,989</u>	<u>44,339,050</u>

(*) Federal Grant Matching Funds

(**) Matching Funds Disbursed to Maritime Administration (MARAD) - Port Intermodal Expansion Program

**PORT OF ANCHORAGE
OPERATING BUDGET DETAIL**

	<u>2007 ACTUAL</u>	<u>2008 ACTUAL</u>	<u>2009 PROFORMA</u>	<u>2010 BUDGET</u>
LABOR				
Wages	1,235,600	1,371,684	1,512,000	1,645,396
Overtime	64,620	28,758	70,300	43,493
Benefits	686,500	726,206	955,933	715,014
Other	158,402	173,135	133,000	216,154
Subtotal	2,145,122	2,299,783	2,671,233	2,620,057
SUPPLIES				
Office & Operating Supplies	45,713	64,806	48,470	51,000
Fuel	33,706	50,989	35,700	45,000
Repair & Maintenance Supplies	139,548	102,798	90,000	110,000
Other	0	0	0	0
Subtotal	218,967	218,594	174,170	206,000
INTRAGOVERNMENTAL CHARGES				
IGC's From Others	0	0	0	0
IGC's To Others	409,476	429,639	601,509	576,800
Subtotal	409,476	429,639	601,509	576,800
OTHER SERVICES				
Professional Services	1,015,536	743,949	882,000	832,600
Contributions to Outside Organizations	41,000	42,500	41,000	41,000
Repairs & Maintenance - Contracted	79,766	44,658	125,000	150,000
Municipal Enterprise Service Assessment	494,718	480,867	500,000	388,738
Contract Services	231,387	30,255	174,870	33,060
Rentals / Leases	42,332	148,365	150,000	290,000
Utilities	325,715	332,134	360,000	330,000
Other	1,644,023	2,610,905	2,350,722	1,656,289
Subtotal	3,874,477	4,433,634	4,583,592	3,721,687
OTHER EXPENSES				
Depreciation / Amortization	4,108,295	4,649,017	4,000,000	4,500,000
Interest on Long Term Debt	0	0	1,200	0
Other	52,599	0	17,500	0
Subtotal	4,160,894	4,649,017	4,018,700	4,500,000
TOTAL EXPENSES	10,808,936	12,030,666	12,049,204	11,624,544

PORT OF ANCHORAGE
2010-2015 CAPITAL IMPROVEMENT PROGRAM SUMMARY
(000's Omitted)

<u>PROJECT CATEGORY</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>TOTAL</u>
LAND DEVELOPMENT							
PORT INTERMODAL EXPANSION PROGRAM (*)	5,408	7,243	7,092	7,092	3,092	3,092	33,019
TERMINAL DEVELOPMENT	21,985	30,255	40,000	20,000	0	0	112,240
HARBOR DEVELOPMENT							0
REPAIRS & RENOVATIONS	1,500	1,500	0	0	0	500	3,500
EQUIPMENT	200	400	400	200	100	0	1,300
TOTAL	29,093	39,398	47,492	27,292	3,192	3,592	150,059

<u>SOURCE OF FUNDING</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>TOTAL</u>
G.O. BONDS							
REVENUE BONDS							0
LEASE/REVENUE BONDS	0	5,300	20,000	0	0	0	25,300
EQUITY-MARAD Contribution & Mitigation Escrow(**)	6,853	12,198	7,092	7,092	3,092	3,092	39,419
GRANTS	21,640	20,000	20,000	20,000	0	0	81,640
EQUITY / OPERATIONS	600	1,900	400	200	100	500	3,700
TOTAL	29,093	39,398	47,492	27,292	3,192	3,592	150,059

(*) Federal Grant Matching Portion Remitted and Controlled by MARAD (Maritime Administration) for Port Expansion.
Federal Funds received directly, if any, or MARAD expansion components will be reflected as Work In Progress.

Port Asset Value will be reflected upon completion of the expansion program.

(**) Federal Grant Matching Fund Portion - Estimated to be Remitted to MARAD (Maritime Administration).