

Knik Arm Bridge and Toll Authority

TIFIA Application

August 8, 2007

Exhibit II, Figure 1

**Excerpt of Public Law 109-59 AUG. 10, 2005
(SAFETEA-LU), Sec. 1302**

119 STAT. 1204

PUBLIC LAW 109-59—AUG. 10, 2005

No.	State	Project Description	Amount
20.	PA	Route 23/US 422 Interchange Modernization and Route 363/US 422 Interchange Improvement Project and U.S. 422 Widening, Montgomery County, PA	\$20,000,000
21.	PA	Route 28 Widening and improvements, Allegheny County, PA	\$15,000,000
22.	PA	Improvements to I-80, Monroe County, PA	\$15,000,000
23.	SC	I-73, Construction of I-73 from Myrtle Beach, SC to I-95, ending at the North Carolina State line	\$40,000,000
24.	VA	Rail Relocation to route 164/I-664 rail corridor, Portsmouth	\$15,000,000
25.	WA	Replacement of the Alaskan Way Viaduct and Seawall in Seattle	\$120,000,000

23 USC 101 note.

SEC. 1302. NATIONAL CORRIDOR INFRASTRUCTURE IMPROVEMENT PROGRAM.

(a) **IN GENERAL.**—The Secretary shall establish and implement a program to make allocations to States for highway construction projects in corridors of national significance to promote economic growth and international or interregional trade pursuant to the selection factors provided in this section. A State must submit an application to the Secretary in order to receive an allocation under this section.

(b) **SELECTION PROCESS.**—

(1) **PRIORITY.**—In the selection process under this section, the Secretary shall give priority to projects in corridors that are a part of, or will be designated as part of, the Dwight D. Eisenhower National System of Interstate and Defense Highways after completion of the work described in the application received by the Secretary and to any project that will be completed within 5 years of the date of the allocation of funds for the project.

(2) **SELECTION FACTORS.**—In making allocations under this section, the Secretary shall consider the following factors:

(A) The extent to which the corridor provides a link between two existing segments of the Interstate System.

(B) The extent to which the project will facilitate major multistate or regional mobility and economic growth and development in areas underserved by existing highway infrastructure.

(C) The extent to which commercial vehicle traffic in the corridor—

(i) has increased since the date of enactment of the North American Free Trade Agreement Implementation Act (16 U.S.C. 4401 et seq.); and

(ii) is projected to increase in the future.

(D) The extent to which international truck-borne commodities move through the corridor.

(E) The extent to which the project will make improvements to an existing segment of the Interstate System that will result in a decrease in congestion.

(F) The reduction in commercial and other travel time through a major freight corridor expected as a result of the project.

(G) The value of the cargo carried by commercial vehicle traffic in the corridor and the economic costs arising from congestion in the corridor.

(H) The extent of leveraging of Federal funds provided to carry out this section, including—

(i) use of innovative financing;

(ii) combination with funding provided under other sections of this Act and title 23, United States Code; and

(iii) combination with other sources of Federal, State, local, or private funding.

(c) **APPLICABILITY OF TITLE 23.**—Funds made available by section 1101(a)(10) of this Act to carry out this section shall be available for obligation in the same manner as if such funds were apportioned under chapter 1 of title 23, United States Code; except that such funds shall remain available until expended, and the Federal share of the cost of a project under this section shall be determined in accordance with section 120 of such title.

(d) **STATE DEFINED.**—In this section, the term “State” has the meaning such term has in section 101(a) of title 23, United States Code.

(e) **DESIGNATED PROJECTS.**—The Secretary shall allocate for each of fiscal years 2005, 2006, 2007, 2008, and 2009, from funds made available to carry out this section, 10 percent, 20 percent, 25 percent, 25 percent, and 20 percent respectively, of the following amounts for grants to carry out the following projects under this section:

No.	State	Project Description	Amount
1.	TX, AR, MS, TN, KY, IN	Planning, Design, and Construction of I-69 in TX, LA, AR, MS, TN, KY, and IN	\$50,000,000
2.	LA	Improvements to Louisiana Highway 1 between the Caminada Bridge and the intersection of LA Highway 1 and U.S. 90	\$20,000,000
3.	MD	Planning, design, and construction of the Inter County Connector in Montgomery and Prince Georges County in Maryland	\$10,000,000
4.	CA	Centennial Corridor Loop in Bakersfield	\$330,000,000
5.	VA	Construction of dedicated truck lanes on additional capacity in I-81 in VA	\$100,000,000
6.	CA	Design, Planning and Construction of State Route 178 in Bakersfield	\$100,000,000

No.	State	Project Description	Amount
7.	CA	Widening of Rosedale Highway between SR 43 and SR 99 in Bakersfield and widening of SR 178 between SR 99 and D street in Bakersfield	\$60,000,000
8.	LA	Construction of the 36 mile segment of I-49 in LA between the Arkansas State line and I-220 in Shreveport	\$150,000,000
9.	AR	Construction of an extension of I-530 from Pine Bluff, Arkansas to Wilmar, Arkansas to interstate specifications	\$40,000,000
10.	IL	Construction of the U.S. I-80 to I-88 North-South Connector in Illinois	\$152,000,000
11.	WI	Construction and reconstruction of the U.S. Highway 41 corridor between Milwaukee and Green Bay, Wisconsin	\$30,000,000
12.	IL	Construction of Route 34 Interchange and improvements in Illinois	\$55,000,000
13.	CA	Increase capacity on I-80 between Sacramento/Placer County Line and SR 65	\$50,000,000
14.	AK	Planning, design, and construction of Knik Arm Bridge	\$30,000,000
15.	IA, IL	Planning, design, right-of-way acquisition and construction of the Interstate Route 74 bridge from Bettendorf, Iowa, to Moline, Illinois	\$15,000,000
16.	AR	Planning, design, and construction of the I-49/Bella Vista Bypass in Arkansas	\$20,000,000
17.	SC	Planning, design, and construction of the I-73 corridor of national significance in South Carolina	\$10,000,000
18.	CA	I-405 HOV lane	\$100,000,000
19.	AR	I-69 Corridor, including the Great River Bridge	\$75,000,000
20.	MN	Falls-to-Falls Corridor	\$50,000,000
21.	DC	Frederick Douglass Memorial Bridge	\$75,000,000
22.	CT	Pearl Harbor Memorial Bridge	\$35,000,000
23.	IN	I-80 Improvements	\$10,000,000
24.	CA	State Route 4 East Upgrade	\$20,000,000
25.	LA	LA 1 Replacement	\$5,000,000
26.	AZ	State Route 85 Upgrade	\$3,000,000
27.	WV	I-73/I-74 Corridor	\$50,000,000

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Exhibit II, Figure 2

**Excerpts- 2006-2009 AK Statewide Transportation Improvement
Program (STIP) Amendment 13, June 22, 2007**

2006-2009 Alaska Statewide Transportation Improvement Program Amendment 13 (Major) Approved

Need ID: 20256 **Region:** Central

Place Name: ANCHORAGE

Title:

Knik Arm Crossing Toll Financed Bridge Facilities

Project Description:

Design and construct a bridge across Knik Arm between Anchorage and the Mat-Su Borough and a connecting roadway between the northern terminus of the planned Port of Anchorage expansion and the bridge.



PHASE	FUNDING	FFY07	FFY08	FFY09	After FFY09
All amounts x1,000 dollars					
Design	PPP	6,463.0	9,028.1	6,174.0	
Right of Way	PPP	0	885.2	0	
Construction	PPP	0	133,550.2	169,915.3	
Totals:		6,463.0	143,463.5	176,089.3	117,684.0

<p>Program Type: NHS Primary Work: New Bridge Access Secondary Work: Special Financial:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%;">Project Status</td> <td style="width: 30%;">Year</td> </tr> <tr> <td colspan="2">Project Start:</td> </tr> <tr> <td colspan="2">Environmental Clearance:</td> </tr> <tr> <td colspan="2">Construction Funded:</td> </tr> <tr> <td colspan="2">Right of Way Authorized:</td> </tr> </table>	Project Status	Year	Project Start:		Environmental Clearance:		Construction Funded:		Right of Way Authorized:		<p>Election District(s): 18</p> <p>PEB Score: Criteria: N/A</p> <p>Borough/Census Area: ANCHORAGE, MUNICIPALITY OF</p> <p>Municipal Planning Organization (MPO): AMATS</p>
Project Status	Year										
Project Start:											
Environmental Clearance:											
Construction Funded:											
Right of Way Authorized:											

Average AADT: Sponsor: KABATA
 Pavement Rating: Predominant Functional Class:



2006-2009 Alaska Statewide Transportation Improvement Program Amendment 13 (Major) Approved

Need ID: 20255 **Region:** Central

Place Name: ANCHORAGE

Title:

Knik Arm Crossing Anchorage Access Connections

Project Description:

Design and construct approximately 2.5 miles of roadway behind the Port of Anchorage from the northern terminus of the planned port expansion south through Government Hill and connecting to the A/C couplet to serve as an alternative access to the port and a primary access to the planned Knik Arm Crossing. Includes the reimbursement of approximately \$12.9 million of Advance Construction.



PHASE	FUNDING	FFY07	FFY08	FFY09	After FFY09
All amounts x1,000 dollars					
Design	EMFX	5,029.9	5,205.9	860.4	
Design	SM	499.3	516.8	85.4	
Right of Way	EMFX	0	6,442.0	1,884.3	
Right of Way	SM	0	639.5	187.0	
Construction	EMFX	0	25,224.2	22,917.6	
Construction	SM	0	2,503.8	2,274.9	
Planning	SM	7,000.0	0	0	
Totals:		12,529.2	40,532.2	28,209.6	10,632.0

<p>Program Type: NHS Primary Work: New Construction Secondary Work: Special Financial: Earmark</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%;">Project Status</td> <td style="width: 30%;">Year</td> </tr> <tr> <td colspan="2">Project Start:</td> </tr> <tr> <td colspan="2">Environmental Clearance:</td> </tr> <tr> <td colspan="2">Construction Funded:</td> </tr> <tr> <td colspan="2">Right of Way Authorized:</td> </tr> </table>	Project Status	Year	Project Start:		Environmental Clearance:		Construction Funded:		Right of Way Authorized:		<p>Election District(s): 23</p> <p>PEB Score: Criteria: N/A</p> <p>Borough/Census Area: ANCHORAGE, MUNICIPALITY OF</p> <p>Municipal Planning Organization (MPO): AMATS</p>
Project Status	Year										
Project Start:											
Environmental Clearance:											
Construction Funded:											
Right of Way Authorized:											

Average AADT: Sponsor: KABATA
 Pavement Rating: Predominant Functional Class:



2006-2009 Alaska Statewide Transportation Improvement Program Amendment 13 (Major) Approved

Need ID: 20254 **Region:** Central

Place Name:

Title:

Point MacKenzie Road Upgrade and Paving

Project Description:

Realignment and paving of Point MacKenzie Road from the intersection of Knik Goose Bay Road to Port MacKenzie, serving both improved port access and providing access to the proposed Knik Arm Crossing project. Funding provided through a Department of Commerce, Community and Economic Development grant to the Matanuska-Susitna Borough. This is project 1 of 3 supporting the EIS known as the Knik Arm Crossing. See Need ID 20255 and 20256.



PHASE	FUNDING	FFY07	FFY08	FFY09	After FFY09
All amounts x1,000 dollars					
Construction	OSF	9,536.8	5,814.0	0	
Totals:		9,536.8	5,814.0	0.0	0.0

<p>Program Type: AHS Primary Work: Reconstruction Secondary Work: Special Financial:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%;">Project Status</td> <td style="width: 30%;">Year</td> </tr> <tr> <td colspan="2">Project Start:</td> </tr> <tr> <td colspan="2">Environmental Clearance:</td> </tr> <tr> <td colspan="2">Construction Funded:</td> </tr> <tr> <td colspan="2">Right of Way Authorized:</td> </tr> </table>	Project Status	Year	Project Start:		Environmental Clearance:		Construction Funded:		Right of Way Authorized:		<p>Election District(s): 15</p> <p>PEB Score: Criteria: N/A</p> <p>Borough/Census Area: MATANUSKA - SUSITNA BOROUGH</p> <p>Municipal Planning Organization (MPO): non-MPO</p>
Project Status	Year										
Project Start:											
Environmental Clearance:											
Construction Funded:											
Right of Way Authorized:											

Average AADT: Sponsor: KABATA
 Pavement Rating: Predominant Functional Class:



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Exhibit II, Figure 3

Excerpt-Table 8, June 27, 2007 AMATS MPO Approved TIP

**Table 8. Other Federal, State and Local Funded Projects within AMATS Area
AMATS FFY 2006-2009 PC Approved TIP (June 27, 2007)**

STIP	PROJECT DESCRIPTION	Project Phasing Plan	Source	FEDERAL FISCAL PROGRAMMING YEAR (\$,000)					Estimated total needs after 2011	Total project cost 2006-2011	
				Carryover	2007	2008	2009	2010			2011
	Maritime Administration - (Transfers from FHWA) funding shown in the 2006-2011 program years is estimated and shown for illustrative purposes.		MARAD		\$3,000	\$3,000	\$3,000	\$3,000	\$3,000	\$0	\$19,000
	Maritime Administration - (MARAD) (SAFETEA-LU) funding shown in the 2006-09 program years is authorized, program years 2010 -2011 is estimated.		FHWA		\$12,700	\$13,300	\$14,100	\$14,100	\$14,100	\$0	\$80,500
	MARAD - (Transfers from Department of Defense (DOD)) funding shown in the 2006-2011 program years is estimated and shown for illustrative purposes.		SAFETEA-LU		\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$0	\$58,500
	Project totals		MARAD DOD		\$25,700	\$26,300	\$27,100	\$27,100	\$27,100	\$0	\$158,000
A	Recreational Trails for Alaska - This program is administered by the Alaska Dept of Natural Resources, Division of Parks and Outdoor Recreation. The program makes funds available through a competitive process for trails improvements. Funding estimate based on 2000 grant awards within AMATS area.	2006-2008 Programming	NA	\$45	\$45	\$0	\$0	\$0	\$0	\$0	\$135
B	Rail Extensions, signalization and remotely controlled power switches.	2006 - 2008 Implementation	FRA	\$10,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$30,000
C	Knik Arm Crossing Access Connections - Design and construct approximately 2.5 miles of roadway behind the Port of Anchorage from the Northern terminus of the planned port expansion south through Government Hill and connecting to the A/C culvert to serve as an alternative access to the port and a primary access to the planned Knik Arm Crossing.	2007 - D 2008 - D/ROW/UC 2009 - D/ROW/UC	FHWA	\$12,529	\$40,532	\$28,210	\$10,632	\$0	\$0	\$0	\$91,903
D	Knik Arm Crossing Toll Financed Bridge Facilities - Design and construct a bridge across Knik Arm between Anchorage and Mat-Su Borough and a connecting roadway between northern terminus of the planned Port of Anchorage expansion and the Bridge.	2007 - D 2008 - D/ROW/UC 2009 - D/ROW/UC	Private	\$0	\$7,927	\$176,089	\$117,684	\$0	\$0	\$0	\$301,700
E	C Street Construction Phase IV - ARRC crossing at Raspberry Road. Construction of project shown in Table 3, project # 10.	2006 - D	Earmark	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
F	Kineaid Park Trail Connection - Project will construct approximately 1.5 miles of paved separated trail along Kineaid Park Access Road connecting trails at Kineaid Chaiet and Raspberry Road.	2006	Earmark	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$900
G	Ship Creek Improvements - project would provide access road improvements to small boat harbor at Port of Anchorage and culvert at Ship Creek.	2006	Earmark	\$9,867	\$250	\$0	\$0	\$0	\$0	\$0	\$10,117
H	Ship Creek Improvements - project would conduct a hydrology study of Coastal Trail extension to Ship Creek; design bank stabilization at Ship Creek and a watershed study of Ship Creek Drainage.	2006	Earmark	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
I	Anchorage Traffic Congestion Relief - funding for priority projects which may include Lake Otis Parkway and Tudor Road intersection.	2006 & 2008	Earmark	\$4,000	\$2,000	\$2,000	\$2,000	\$0	\$0	\$0	\$10,000
J	Ferry between Port of Anchorage and Point McKenzie	2006	Earmark	\$2,000	\$1,000	\$1,000	\$1,000	\$0	\$0	\$0	\$5,000
K	C Street Expanded Bus Facility & Intermodal Parking Garage	2006	Earmark	\$1,150	\$1,200	\$1,300	\$1,350	\$0	\$0	\$0	\$5,000
L	Alaska Native Medical Center Intermodal Parking Facility	2006	Earmark	\$1,150	\$1,200	\$1,300	\$1,350	\$0	\$0	\$0	\$5,000
M	Providence Hospital Public Access Road - project to finish work on Piper Street Project. \$600K of 06 funding is from 05. This project is not included in the Air Quality conformity analysis for the 06-08 TIP.	2006	Earmark	\$1,200	\$600	\$600	\$600	\$0	\$0	\$0	\$3,000
N	Construction & Road Improvements @ APU. This project is not included in the Air Quality conformity analysis for the 06-08 TIP.	2006	Earmark	\$2,400	\$1,200	\$1,200	\$1,200	\$0	\$0	\$0	\$6,000
O	Transportation improvements to the Creekside Development - (Creekside Towncenter Road Improvements Phase II - Muldoon Middle School Access.)	2006	Earmark	\$1,200	\$600	\$600	\$600	\$0	\$0	\$0	\$3,000
P	Cook Inlet Tribal Council non-profit Services Center Intermodal Parking Facility - Improvements planned for intersection of DeBarr Rd and Bragaw St.	2006	Earmark	\$690	\$720	\$780	\$810	\$0	\$0	\$0	\$3,000

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Exhibit II, Figure 4

**Excerpt-AMATS MPO LRTP, Chapter 12 The Knik Arm
Crossing Project**

Chapter 12. The Knik Arm Crossing Project

Introduction

This LRTP is amended to include an additional chapter on the Knik Arm Crossing project. As noted in the previous chapters, the LRTP endorsed the completion of the Knik Arm Crossing project’s environmental and engineering studies, but it stopped short of including the Knik Arm Crossing project as part of the planned roadway network, partly because transportation policy makers wanted to make their decision based on the project’s environmental impact. This information became available with the release of the “Knik Arm Crossing Draft Environmental Impact Statement and Draft Section 4(f) Evaluation” in September 2006. A public review of the Knik Arm Crossing Amendment to the Long-Range Transportation Plan was initiated shortly thereafter. This amendment includes the following actions:

- Amends the LRTP to include the Knik Arm Crossing project as a regionally significant project.
- Extends the planning horizon of the Anchorage Bowl LRTP to 2027.
- Supports the designation of the project alignment as part of the National Highway System and updated the Official Streets and Highways plan to reflect such designation.
- Adopts the regional Air Quality Conformity determination on the project in accord with the Clean Air Act.

These steps are required by federal law (23 USC 134) for all projects considered regionally significant.

Background

The Alaska Legislature established KABATA in 2003 as a public corporation and an instrumentality of the State of Alaska within the Alaska Department of Transportation and Public Facilities (ADOT&PF). The specific mission of KABATA is to “...develop, stimulate, and advance the economic welfare of the state and further the development of public transportation systems in the vicinity of the Upper Cook Inlet with construction of a bridge to span Knik Arm and connect the Municipality of Anchorage and the Matanuska-Susitna Borough” (Alaska Statutes [AS] 19.75.011).

Chapter Overview

Introduction.....	1
Background.....	1
Project Description.....	2
Funding.....	4
Population and Employment Growth	8
Future Transportation Impacts ..	10

Project Description

The Knik Arm Crossing project is a roadway and bridge crossing of Knik Arm connecting the Municipality of Anchorage (MOA) and the Mat-Su Borough (Mat-Su), as noted on Figure 12-1. The total length of the project from the intersection of Point MacKenzie and Burma Roads to the A/C Couplet and Ingra/Gambell Couplet is approximately 19 miles. The preferred alternative assumes construction of a 8,200 foot, pier supported bridge with causeway approaches that extend 2,000 feet from the western shore and 3,300 feet from the eastern shore. The project would be phase-constructed, with an initial minimum two-lane bridge and a connection to the A/C Couplet in Phase 1 with an expansion of the bridge to four lanes and connection to the Ingra/Gambell Couplet constructed in Phase 2. The project is classified as a rural principal arterial in the Mat-Su and across Knik Arm, transitioning to an urban principal arterial in Anchorage in the vicinity of the Port of Anchorage (POA). The following page describes in more detail the part of the project within the MOA and AMATS LRTP boundary.

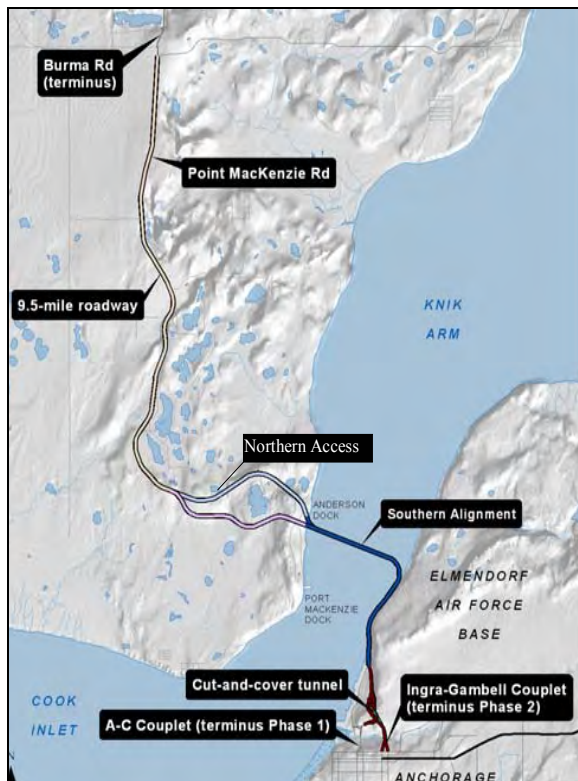


Figure 12-1 The Knik Arm Crossing Project

In Anchorage, the project follows the Anchorage shoreline and western perimeter of Elmendorf Air Force Base at the bottom of the bluff to Cairn Point, and then continues south, closely following the natural curvature of the shoreline. The project includes a cut-and-cover tunnel under Government Hill, either along a Degan Street- or Erickson Street-area alignment. Initial construction would include a connection to the existing A-C Couplet. Due to the impact of the bridge traffic on downtown streets, work on the design of the connection to a new viaduct (elevated bridge) across the Ship Creek rail yard to connect with the Ingra-Gambell Couplet should begin as soon as possible after the bridge is opened. Figures 12-2 and 12-3 depict the project in more detail.

Figure 12-2. Key features of the **Degan Alternative** Phase 1 include a four-lane roadway (two-lanes in each direction), a cut-and-cover tunnel under Degan Street, and a connection to the A/C Couplet. Phase 2, which is basically the same for both alternatives includes on-and-off ramps and an additional connection to the Ingra/Gambell Couplet via a new viaduct over the Ship Creek area

Figure 12-3. Key features of the **Erickson Alternative** Phase 1 include a four-lane roadway (two-lanes in each direction), on and off ramps north of Government Hill, a tunnel under Erickson Street, and a connection to the A/C Couplet.

Legend

-  Degan Street Alternative
-  Erickson Street Alternative
-  Future Expansion
-  Cut-and-Cover Tunnel



Figure 12-2. Degan Alternative

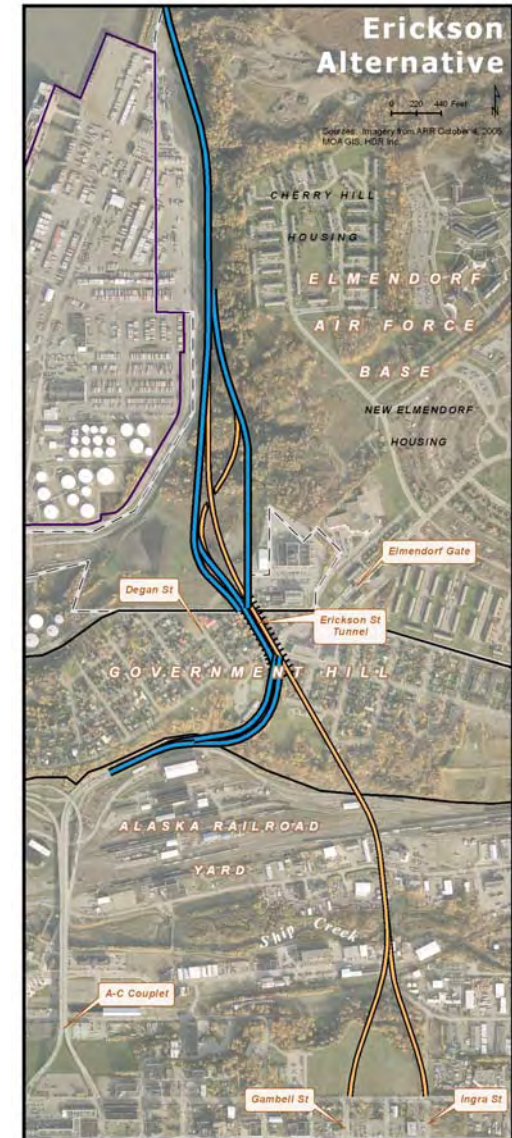


Figure 12-3. Erickson Alternative

Neighborhood Mitigation

The Government Hill Community Council as well as other neighborhoods such as Downtown, South Addition, and Fairview Community Councils will be directly affected by the proposed Knik Arm Crossing project given the current alignment alternatives. The project currently is in the environmental phase of development. For purposes of the LRTP it is appropriate to provide guidance as to the character and expectations of how the project will be integrated into its neighborhoods, an example of which appears in the language adopted for cut-cover segments of the Seward-Glenn Highway connection.

Due to the potentially adverse affects of Phase 1 traffic from the Knik Arm Crossing on the revitalization of affected neighborhoods, the design for the Anchorage side of the bridge must include adequate mitigation to facilitate the efficient, safe and neighborhood-appropriate incorporation of bridge traffic through downtown and on to roads that can handle the anticipated increase in traffic. This would include measures to reduce the impact of the Knik Arm Crossing traffic from Government Hill to downtown, and provide improved pedestrian connectivity along the A/C corridor up to 6th Avenue.

The connection of the Knik Arm Bridge to the A/C couplet and ultimately the Ingra-Gambell extension will in concept include the use of existing topography to trench and cover an expressway-type roadway on an alignment designed to serve through trips and reduce traffic on neighborhood streets. This will be accomplished while incorporating improved parks and pedestrian connections to benefit the Government Hill neighborhood, including trail connections between downtown, Ship Creek and Government Hill. Unique and innovative community and streetscape enhancements will be required as part of this project as it travels through Government Hill that would span the depressed expressway re-establishing neighborhood connectivity, and minimizing noise and air quality impacts to the neighborhood. The project will provide Government Hill with a balance of local road, trail and pedestrian facilities, and discourage the use of local roads by through traffic that might cut through the neighborhood.

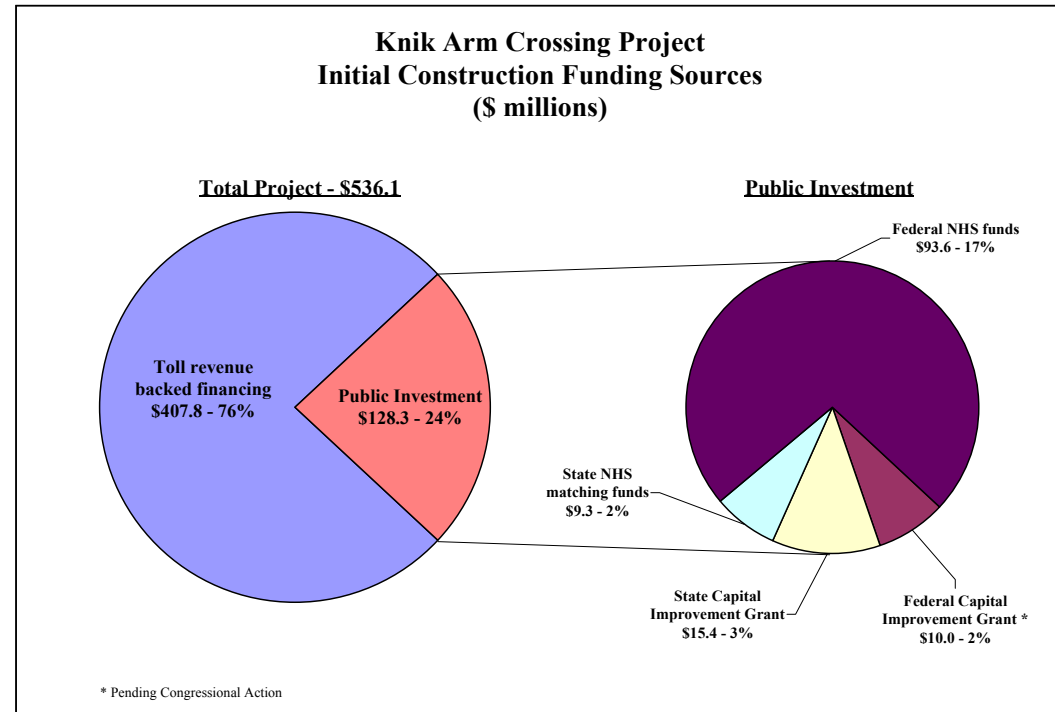
The result of this project will not be a traditional freeway through a neighborhood that creates a barrier and separation of the neighborhood. The goal is for Government Hill and the project sponsors to take the opportunity for well designed mitigation projects. Such mitigation projects will be developed in close cooperation with the neighborhood and will utilize a best practices context sensitive design approach to enhance and revitalize the Government Hill community with a design that fits within the character of this unique and historic neighborhood.

Funding

According to KABATA's conceptual financial plan, the Knik Arm Crossing project would have no effect on the ability to finance or implement the other LRTP projects discussed in the body of the LRTP. In other words, the project would not require any future federal or state funding for construction, operations and maintenance, or future capacity requirements, beyond what the Alaska Legislature has already appropriated. The Alaska Legislature appropriated \$93.6 million of the \$232 million of federal-aid highway funds originally earmarked by Alaska's Congressional delegation for the Knik Arm Crossing in the SAFETEA-LU transportation bill. The Alaska Legislature also authorized state matching funds of \$9.3 million when it provided spending authority for the federal funds.

KABATA was established by the Alaska Legislature as a toll authority, and the toll revenue generated by users is expected to pay for most of the cost of construction and all of the operation and maintenance expense. Tolls provide ongoing revenue, and the potential for tolls means that KABATA can borrow funds for construction. Money from toll collection would be used to pay for operating and maintaining the crossing, the cost of collecting the tolls, and general and administrative expenses of KABATA. Toll revenue would then also be used to pay principal and interest on loans, provide returns to investors, and fund investment in future expansion. After initial construction, traffic levels are projected to provide adequate toll revenue to support the project based on work performed by Wilber-Smith Associates, KABATA's traffic and revenue consultant.

Federal planning requirements for metropolitan areas stipulate that a financial plan demonstrate the consistency of proposed transportation investments with available projected sources of revenue. The description of the Knik Arm Crossing project includes estimates of costs that would be required to implement the project as well as estimates of existing and planned sources of funds available to pay for the project. The sections that follow present this information.



Cost Estimate for Initial Construction

Preliminary engineering estimates (independently confirmed by a Federal Highway Administration cost estimate review) indicate project costs for initial construction through opening clustering around \$530-\$540 million (in 2005 dollars). Initial construction includes improvements to existing roadways and development of connectors in the Mat-Su Borough, the bridge and approaches, a road below the bluff around Cairn Point and behind the Port of Anchorage, and a tunnel under Government Hill, ultimately connecting to the A/C Couplet. A toll plaza and lanes are also included in the initial construction. Project cost information for the project's initial construction, including contingency costs, is included in Table 12-1. (Note: Cost estimates for Mat-Su Borough road work are for illustrative purposes only and are not included as part of the Anchorage LRTP roadway project list.)

Proposed Funding Package for Initial Construction

The funding package to complete the initial construction of the project is anticipated to consist of approximately \$408 million in toll revenue backed financing and approximately \$130 million in public investment, or 76 percent and 24 percent, respectively, of initial construction costs. The projected funding package for initial construction, including jurisdictional allocations between Anchorage and the Mat-Su, is included in Table 12-2. The previous financial analysis conducted for the 2005 Anchorage Bowl Long-Range Transportation Plan showed that the amount of estimated future revenues was just barely sufficient to cover the cost of the roadway projects recommended in the Plan. As a result, it is critical to the implementation of the Long-Range Transportation Plan to separate the funding for the Knik Arm Crossing project from the rest of the funding for the LRTP. In other words, there shall be no diversion of additional funds to the Knik Arm Crossing project beyond the amount of federal and state money already allocated (see table 12-2).

Table 12-1

Initial Construction Costs (\$millions):			
	Anchorage	Mat-Su	Total
Mat-Su road work	\$ -	\$ 30.0	\$ 30.0
Toll plaza and lanes	8.5	8.5	17.0
Toll bridge and abutments	181.7	181.6	363.3
Cairn Point/below the bluff road	62.5	-	62.5
Government Hill cut-and-cover tunnel	63.3	-	63.3
Total Initial Construction Costs	\$ 316.0	\$ 220.1	\$ 536.1

Table 12-2

Initial Construction Funding (\$millions):	Anchorage	Mat-Su	Total
Federal NHS allocation	\$ 56.1	\$ 37.5	\$ 93.6
State NHS Match	5.6	3.7	9.3
State Capital Improvement Grant	-	15.4	15.4
Ingra-Gambell Reconnaissance Study	2.0		2.0
<u>Federal Capital Improvement Grant*</u>	<u>10.0</u>		<u>10.0</u>
Public Funding Subtotal	\$ 73.7	\$ 56.6	\$ 130.3
Toll Revenue Backed Funding Sources	\$ 244.3	\$ 163.5	\$ 407.8
Total Initial Construction Funds	\$ 318.0	\$ 220.1	\$ 538.1

* Federal Capital Improvement Grant is pending. Assumes that the grant will be authorized.

Cost Estimates for Future Expansion

Traffic forecast and capacity analysis indicates the need for an Ingra/Gambell interconnection, the addition of a lane to the bridge superstructure, and Mat-Su road improvements at some point in the future. Total anticipated future expansion costs are projected at \$392 million in 2005 dollars based on preliminary engineering estimates. The Ingra/Gambell connection is estimated to cost \$219 million in 2005 dollars and the bridge deck lane addition is estimated to cost \$130 million in 2005 dollars. The Mat-Su road upgrades are estimated at \$43 million in 2005 dollars, but are not expected to be required within the LRTP planning horizon. Nevertheless, KABATA's financial feasibility model demonstrates that there would be sufficient surplus toll revenues available to pay for the Mat-Su road improvements. Projected cost information for expected future expansion requirements is included in the Table 12-3.

Proposed Funding Package for Future Expansion

The KABATA financial feasibility model shows that all of the potential future expansion requirements can be paid for from a combination of accumulated surplus toll revenues and toll revenue backed financing if they are opened in 2023. However, an analysis has not been done to determine if there would be sufficient toll funds available to finance the Ingra-Gambell connection if it was needed earlier. Table 12-4 shows jurisdictional allocation of anticipated funding sources between Anchorage and the Mat-Su in 2005 dollars for all of the anticipated future expansion requirements, including the Mat-Su road upgrades which are included for illustrative purposes only.

Table 12-3

Future Expansion Costs (\$millions):			
	Anchorage	Mat-Su	Total
Mat-Su road upgrades	\$ -	\$ 43.2	\$ 43.2
Bridge deck lane addition	64.8	64.8	129.5
Ingra/Gambell connector	<u>219.2</u>	<u>-</u>	<u>219.2</u>
Total Future Expansion Costs	<u>\$ 284.0</u>	<u>\$ 108.0</u>	<u>\$ 391.9</u>

Table 12-4

Future Expansion Funding (\$millions):			
	Anchorage	Mat-Su	Total
AMATS LRTP (pre-existing)	\$ 26.0	\$ -	\$ 26.0
Toll revenue backed funding sources	<u>257.9</u>	<u>108.0</u>	<u>365.9</u>
Total Future Expansion Funding	<u>\$ 283.9</u>	<u>\$ 108.0</u>	<u>\$ 391.9</u>

Note: "AMATS LRTP (pre-existing)" is LRTP programming related to the Glenn/Seward Highway connection.

Project Operations and Maintenance

In modeling the financial feasibility of the project, KABATA assumed that toll revenues would first be used to pay for operating and maintaining the crossing, the cost of collecting the tolls, and general and administrative expenses of KABATA. Any remaining revenues would then be used for debt service, returns to private equity and investment in future expansion to serve growing traffic demand. The financial feasibility analysis for the operation and maintenance of this project therefore assumes that no state or federal funds will be used to maintain and operate the facilities owned by KABATA including the bridge, the approaches, and the toll facilities. KABATA has also entered into a Memorandum of Understanding with the Mat-Su Borough and ADOT&PF to assign the operations and maintenance of the roads on the Mat-Su side of the crossing to ADOT&PF under the National Highway System (NHS). Given the regional significance of the project, it is recommended that the landside connections linking the Knik Arm Bridge to the existing Anchorage road network, including the future Ingra-Gambell connection be listed as part of the National Highway System. As a result of this designation, the ADOT will be responsible for the maintenance of these facilities.

Conclusions

In order to make a finding of financial constraint for the Knik Arm Crossing, it is necessary to impose the following condition: that no additional state funds and no additional federal transportation funds beyond which is currently authorized in Tables 12-2 and 12-4 will be used to finance the project including both initial construction and future expansion costs as identified in Tables 12.1 and 12.3. This is interpreted to mean that the financial constraint funding for the amendment would no longer be valid if additional state or federal transportation money is needed on the KAC project that reduces the SAFETEA-LU formula funds or other flexible funds that has already been assumed and is needed by the other projects within the LRTP for financial constraint. Federal loan programs, grants, tolls, concessions, etc., which are outside of the funding plan assumed for existing LRTP projects would not require an amendment to the Plan, but would be processed through the STIP/TIP appropriations process. If state or federal funds are proposed to be added to the KAC project which are also needed to show financial constraint for other LRTP projects, an amendment would be required to reassess and demonstrate financial constraint for all projects in the LRTP.

Population and Employment Growth

As Table 12-5 reports, the Knik Arm Crossing project is expected to have little effect on the overall regional growth in terms of population and employment. However, by providing access to a large supply of vacant land in the Mat-Su borough, the Knik Arm Crossing will have an impact on the relative share of population, households, and jobs growth between the Municipality of Anchorage and the Mat-Su Borough. The impact of the bridge (on population and employment) will be slow at first but will accelerate as the supporting infrastructure (roads, schools, and utilities) is developed. Due to the opening of the bridge, Anchorage is projected to lose 4,900 households (or 12,900 people) and 5,800 jobs to the Mat-Su Borough that it would otherwise be expected to capture (by 2027).

Table 12-5. Projected 2027 Population, Households and employment (jobs)

Area	Population, Without KAC project	Households Without KAC Project	Jobs, Without KAC project	Population, With KAC project	Household With KAC project	Jobs, With KAC project
Total Anchorage area	352,000	134,400	176,000	339,100	129,500	170,200
Total Mat-Su area	171,600	62,500	45,000	185,500	67,600	50,200
Total Region	523,600	196,900	221,000	524,600	197,100	220,400

Source: Draft Memorandum on the Economic and Demographic Impacts of a Knik Arm Bridge, ISER, September 2005.

In its “Memorandum on the Economic and Demographic Impacts of a Knik Arm Bridge:” (September 2005), ISER listed the following assumptions regarding the economic effects of the bridge that might have an effect on transportation patterns in the region:

- A bridge results in a modest shift in basic sector activity from Anchorage to Point MacKenzie region of the Mat-Su Borough. This is most likely to be warehousing and other businesses that require large amounts of land. The accompanying shift would initially be modest and some workers at these jobs might commute from Anchorage.
- Over the longer term there will be a modest shift in some other basic sector jobs to the Mat-Su Borough that would otherwise locate in Anchorage, for example, tourism and recreation.

- Growth in the other basic industries in the Mat-Su Borough, including mining and timber, is not significantly impacted by the bridge.
 - The bridge increased the attractiveness of commuting by workers living in the Mat-Su Borough but working in Anchorage. However, the increase is limited by the number of Anchorage jobs that pay enough to support the cost of a commute.
 - Most Anchorage workers in jobs with a wage high enough to consider commuting will continue to choose not to commute. The largest source of new commuters will be the result of job separations. In other words, newly hired workers that are new to the region are the most likely to choose to commute. Currently employed workers are less likely to consider a move.
 - The growth of support jobs in the Mat-Su Borough does not significantly increase their draw from the Anchorage market. (Only a limited number of Anchorage residents make shopping trips to the Mat-Su Borough.)
 - Population growth in the Mat-Su Borough is constrained by the number of jobs in the Borough and the number of residents who commute to jobs outside the Borough (primarily Anchorage).
 - Increased access to developable land in the Mat-Su Borough will not result in an absolute reduction in population in Anchorage. Some of the projected increase in population in the Greater Anchorage-Mat-Su Borough region will choose to live in Anchorage.
-

Transportation Impacts of the Knik Arm Bridge on the Regional and Local Transportation System

The Knik Arm Bridge will have a relatively modest impact on regional travel patterns and behavior. According to the information prepared by KABATA for this project, total Vehicle Miles Traveled (VMT) and Vehicle Hours Traveled (VHT) would increase with implementation of this project because of more travel occurring in the Mat-Su, reflecting longer trips necessitated by the more dispersed, rural development patterns. By the year 2030, the total VMT would increase by 480,810 vehicle miles or 4.8% due to construction of the bridge. There would be a similar effect with respect to the amount of time spent in cars from 250,000 vehicle hours without the bridge to 260,000 hours with the bridge or 4%. The effect of the bridge on the promotion of other transportation options is probably negative overall. If one assumes the development pattern on the other side of the bridge in the Mat-Su Borough will be low density (this seems to be the assumption of the DEIS), then it is unlikely a viable bus system could be established. The effect on carpooling and vanpooling rates is less clear-cut. These depend in part on the length of the trip and the ease of finding a sufficient number of persons who share the general origin and destination. Low-density development patterns may occur in the newly opened areas of the Mat-Su Borough would tend to discourage carpooling. On the other hand, the cost of bridge tolls would tend to encourage ridesharing.

With respect to the Anchorage transportation system the impact of the bridge is more focused on particular areas.

Table 12-6. Projected 2030 Regional Travel Impacts

Alternative	Vehicle Miles Traveled (VMT)	Vehicle Hours Traveled (VHT)	Total Fuel Use (gallons)
No action alternative	9,987,629	250,000	514,826
Knik Arm Bridge Erikson Alternative	10,468,142	260,000	539,595

Fuel consumption estimates were based on 19.4 miles per gallon USEPA fleet average for 2005.

Note: Results for the Degan Alternative are virtually the same as the Erikson Alternative

Based on regional model estimates prepared by HDR, Inc. it is predicted that about 33,500 vehicles will cross the Knik Arm Bridge per day by the year 2027. If this projection becomes reality, it would add a significant amount of traffic to the Anchorage roadway network. As a result, it is important to analyze the effect of this traffic on the existing and planned Anchorage transportation network in order to determine its impacts as well as the potential need and timing of roadway improvements needed to accommodate the bridge traffic. According to the regional model results, the opening of the bridge does not seem to have a significant effect on the amount of

traffic on the Glenn Highway coming into Anchorage which is about the same with or without the bridge. Since the primary impact of the bridge traffic is expected to be in downtown Anchorage, the analysis focuses on this area.

In order to conduct this analysis, the following three scenarios were developed and analyzed:

Scenario 1 - The Knik Arm Bridge with the Ingra-Gambell connection in Anchorage as well as all roadway improvements recommended in the adopted AMATS Long-Range Transportation Plan.

Scenario 2 - The Knik Arm Bridge with an A/C Couplet roadway connection but no Ingra-Gambell connection; all roadway improvements recommended in the adopted AMATS Long-Range Transportation Plan are included.

Scenario 3 - The Knik Arm Bridge with only an A/C Couplet roadway connection (no Ingra-Gambell connection) and all LRTP improvements except for the Glenn Highway-to-Seward Highway connection.

Scenario 1

According to the DEIS report prepared by the KABATA, the Ingra-Gambell connection from Government Hill across Ship Creek to 3rd Avenue will be needed by the year 2023 in order to alleviate traffic congestion on the existing A/C Viaduct.

Figure 12-4 from this AMATS analysis shows the distribution of traffic that is projected to occur as a result of Scenario 1. Of the traffic coming over Ship Creek into Anchorage, 44% is expected to travel over the A/C Viaduct and 56% over the new Ingra-Gambell connection. It appears from this result, that the A/C viaduct will still be heavily used carrying about 25,850 trips per day (compared to a little over 16,000 in 2005). Given the relatively rapid drop-off of traffic south of 6th Ave. it appears that most of the bridge traffic on the A/C couplet is destined to downtown. The Ingra-Gambell connection to the highway-to-highway project makes that routing more efficient for travelers coming from Port McKenzie with destinations to other parts of the Anchorage Bowl outside of downtown. It thus appears that the Ingra-Gambell connection is an essential improvement needed to relieve the traffic congestion in the core of the downtown (as elaborated in Scenario 2). According to an analysis

Table 12-7. 2030 Peak Hour Level of Service

Intersection		Without KAC		With KAC	
		A.M. peak	P.M. peak	A.M. peak	P.M. peak
3 rd Ave	C St.	B	B	B	B
3 rd Ave	A St.	B	B	B	B
Ocean Dock	Loop Rd.	B	B	B	B
5 th Ave.	C St.	B	B	B	B
6 th Ave.	A St.	B	B	B	B
5 th Ave.	Gambell St.	B	B	B	B
6 th Ave.	Ingra St.	B	B	C	C

conducted by HDR for the Draft EIS (see table 12.7) the level of service for intersections in the downtown area seems to be at an acceptable level under this scenario.

Scenario 2

Scenario 2 explores the impact on the Anchorage roadway network of the Knik Arm Bridge without the Ingra-Gambell connection over Ship Creek. In this scenario, the only route connecting the Knik Arm Bridge to the Anchorage Bowl is the existing A/C Viaduct. Figure 12-6 shows that there will be an estimated 46,000 trips per day using the A/C Viaduct under this scenario which will nearly double the amount of traffic in the downtown area along the A and C Street corridor between 3rd and 6th Avenues. More traffic from the bridge will also pass through downtown streets via the A/C Street corridor to destinations in the midtown area. Higher traffic volumes will also occur in the downtown area between the A/C corridor and the Highway-to-Highway corridor (formerly Ingra-Gambell corridor) as Mat-Su Valley travelers from the Port McKenzie area attempt to connect to the freeway system in order to travel to other parts of Anchorage. According to Figure 12-7, the eastern part of downtown (between 3rd and 6th Avenues) may experience an increase in congestion due to the opening of the bridge.

Scenario 3

Scenario 3 explores the impact of the Knik Arm Bridge on the Anchorage transportation network without either the Ingra-Gambell connection over Ship Creek or the Highway-to-Highway connection. The intent of this scenario was to examine the interdependencies between the Knik Arm Bridge and the Highway-to-Highway connection. Figure 12-8 shows that without the Knik Arm Bridge's Ingra – Gambell connection or the Highway to Highway improvements, the A/C corridor will be among the highest volume arterials in the city, carrying over 55,000 vehicles per day between 3rd Avenue (downtown) and Northern Lights Blvd. (midtown). A/C will carry about the same number of vehicles as the Ingra-Gambell corridor carries today. Figure 12-9 reveals that there will be an increase in congestion along this corridor, especially during the peak periods. Parts of eastern downtown will also carry significant traffic volumes but less than would be projected under Scenario 2.

Conclusion

The Highway-to-Highway project will have, by far, the most significant impact on the reduction of traffic congestion in the Anchorage Bowl of any project contained in the Long-Range Transportation Plan. Without it, large areas of northeastern and central Anchorage will experience unacceptable level of congestion. It also has a very strong linkage to the proposed Knik Arm Bridge project. Although many trips crossing the Knik Arm Bridge will be destined to downtown, most will be traveling to destinations scattered throughout the Anchorage Bowl. A direct connection from the Knik Arm Bridge to the freeway system via a new Ingra-Gambell connection over Ship Creek will be needed for these bridge-related trips.

Without a Knik Arm Ingra Gambell connection and the Glenn Highway-to-Seward Highway improvements, the traffic volumes traversing downtown along the A/C corridor will double. Furthermore, HDR estimates that 12% of total trips will be truck trips which would further impact downtown.

The total 2027 traffic using the A/C couplet under Scenarios 2 and 3 (without the Ingra-Gambell connection) is projected to be over 46,000 per day which will create a congestion problem in downtown Anchorage. The construction of the Ingra-Gambell connection is expected to substantially relieve this congestion. However, the Ingra-Gambell connection will only manage to shift the congestion to the Ingra Gambell corridor without the construction of the Highway-to-Highway connection.

The question remains, when should the Ingra-Gambell connection be built? In order to answer this question, KABATA has committed funding to begin the reconnaissance effort to analyze this issue once funding for the bridge and Anchorage landside connection is imminent.

CONDITIONS

The Knik Arm Crossing is added to the Anchorage Bowl LRTP with the following conditions:

- A.** (1) the required air quality conformity analysis is completed, (2) the financial details of the bridge are solidified, and (3) the final EIS is released and the comments from the Municipality of Anchorage, Mat-Su Borough, the Alaska Railroad Corporation and the public have been addressed.
- B.** No funding currently planned for implementation of the existing Long-Range–Transportation Plan shall be used to support construction or maintenance of any element of the Knik Arm Crossing, beyond which is currently authorized in tables 12-2 and 12-4. In addition, no local funds will be used for construction or maintenance of any element of this project.
- C.** Adoption of a neighborhood mitigation program as described in this chapter which protects the integrity of the Government Hill and other affected neighborhoods (using the best Context Sensitive Design practices) with the objective of enhancing and revitalizing these unique and historic neighborhoods.
- D.** No construction work will begin on the Anchorage landside bridge approaches until the complete funding package is secured for the bridge and the Anchorage access connections and the project design has been submitted for review through the established municipal design review process.
- E.** Recognition that the highway-to-highway project and the Ingra-Gambell connection across Ship Creek are critical complementary projects linked to the Knik Arm Crossing. As part of this effort, it is understood that KABATA will fund the design and construction of the Ingra-Gambell connection in such a manner as to open as early as 2018 if needed. This process would require the reconnaissance/environmental phase of the Ingra-Gambell connection to start in 2008.
- F.** KABATA will fund the installation and operation of an air quality monitoring site to assess impacts in the vicinity of where the Knik Arm Bridge traffic will combine with other A/C couplet traffic in downtown Anchorage. The monitoring project will begin in advance of the bridge completion to assess before and after conditions for air pollutants of coarse and fine particulate matter and carbon monoxide. Monitoring will occur one year before and one year after construction.

Figure 12-4
Scenario 1 – 2027 AADT

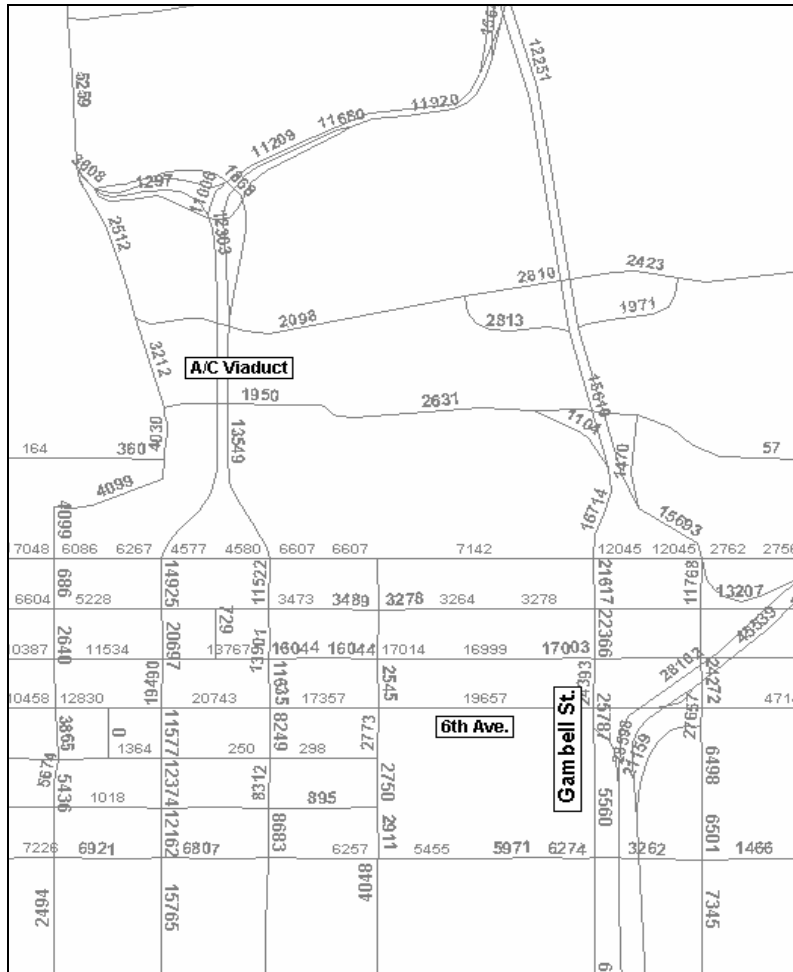


Figure 12-5
Scenario 1 – Max 2027 PM Peak Level of Service

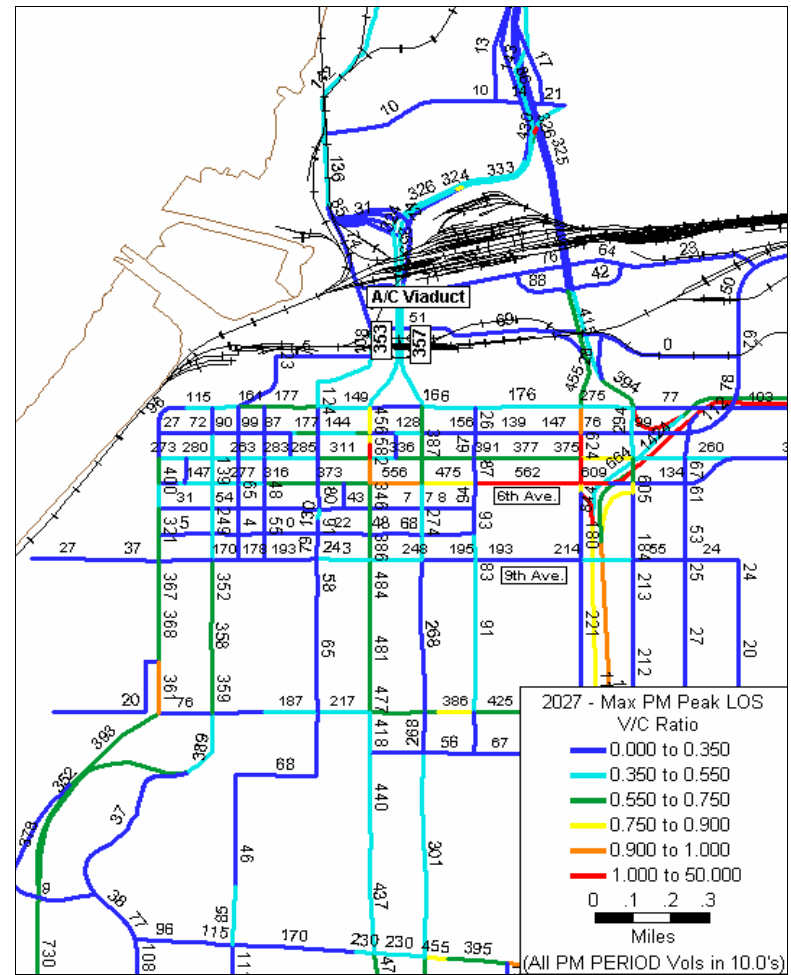


Figure 12-6
Scenario 2 – 2027 AADT

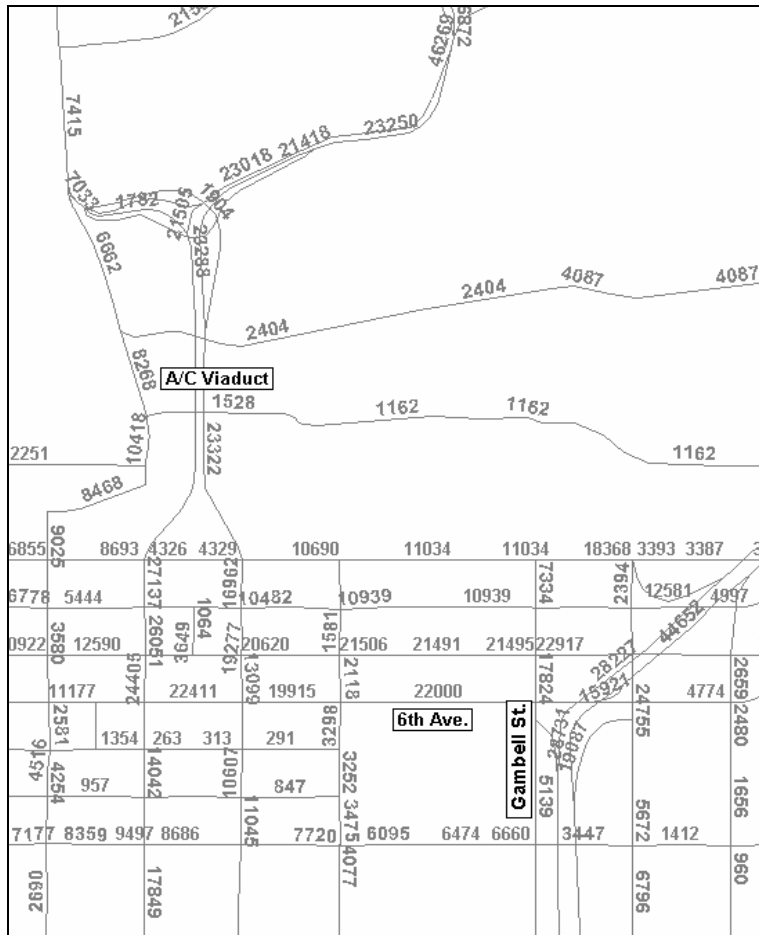


Figure 12-7
Scenario 2 – Max 2027 PM Peak Level of Service

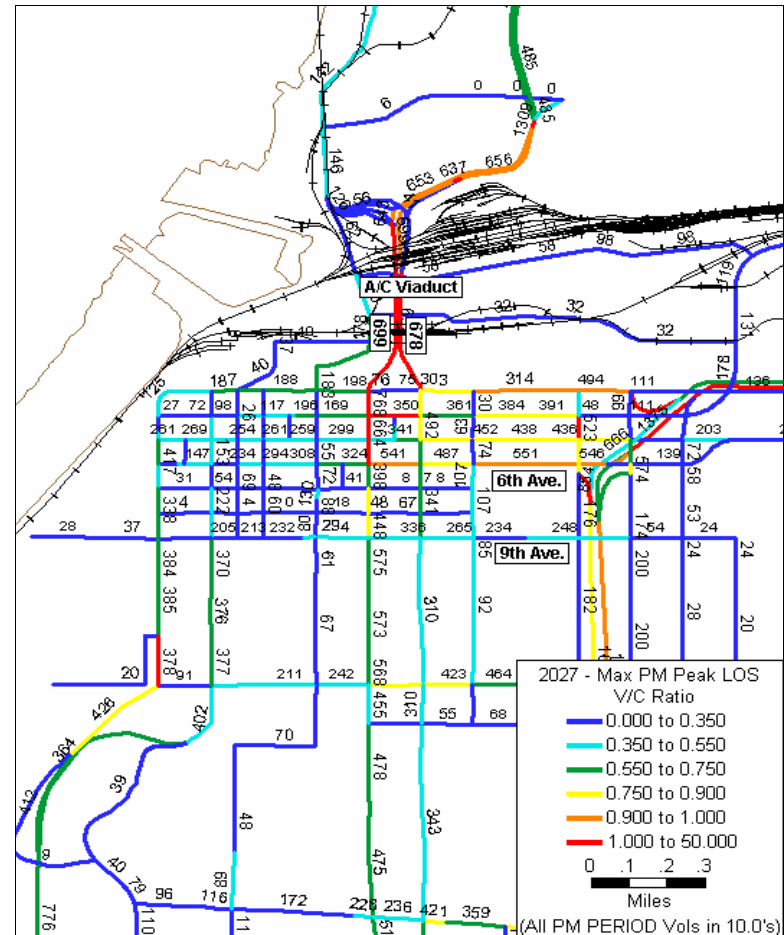


Figure 12-8
Scenario 3 – 2027 AADT

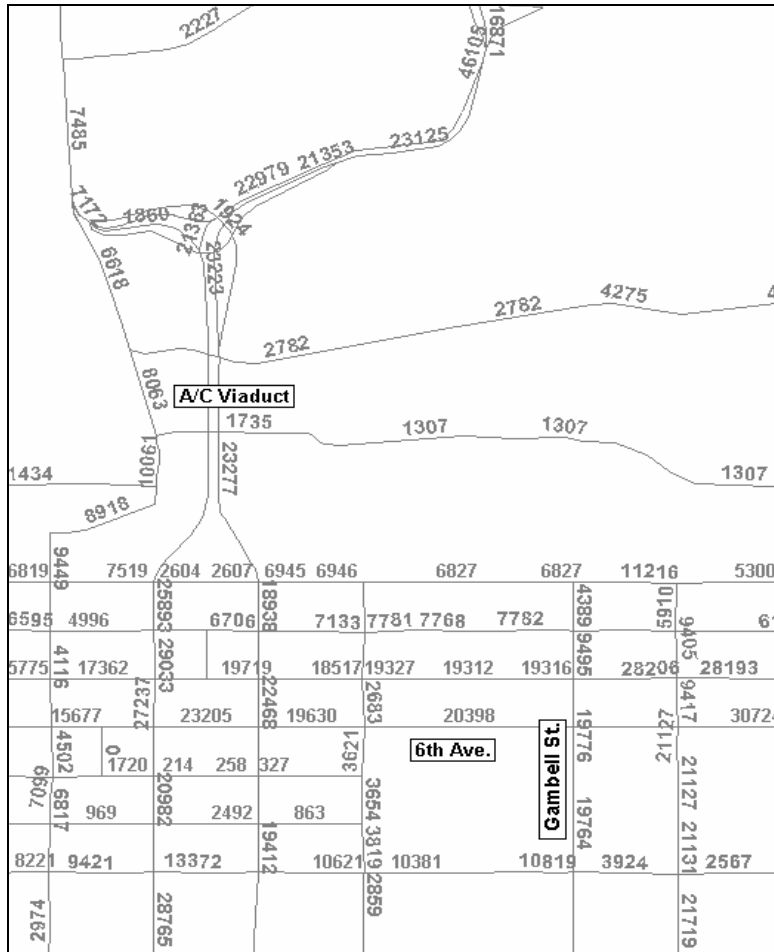
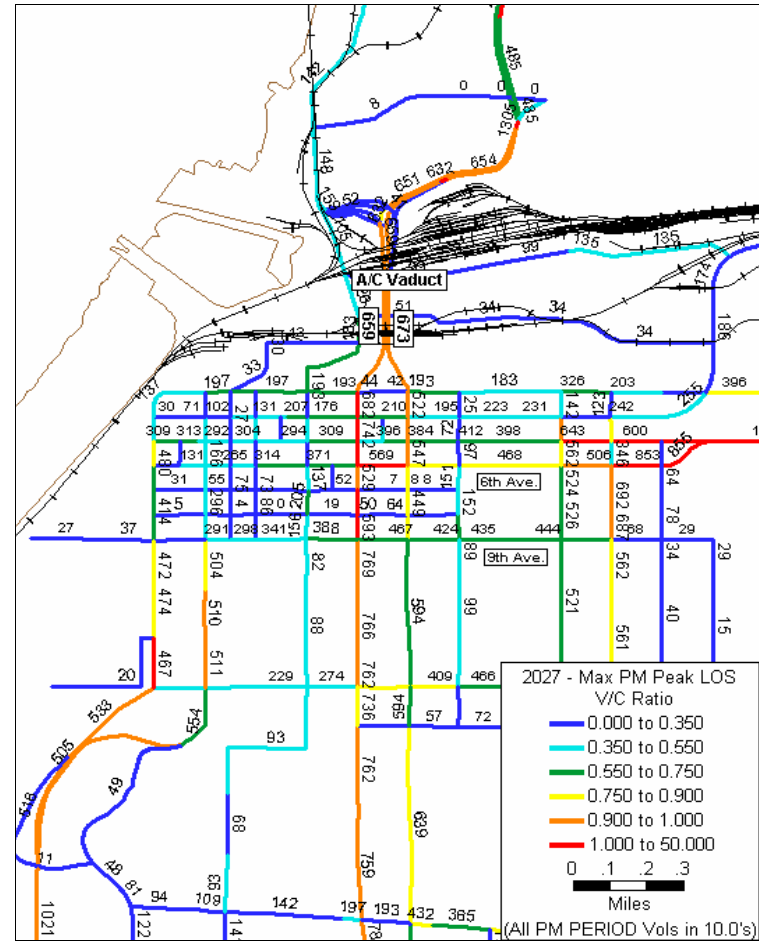


Figure 12-9
Scenario 3 – Max 2027 PM Peak Level of Service



Knik Arm Bridge and Toll Authority

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Exhibit III

Not Applicable

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Exhibit IV

Not Applicable

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Exhibit V

Shortlisted Private Partner Consortia

**Knik Arm Crossing Project
TIFIA Credit Application
Shortlisted Private Partner Consortia**

Knik Arm Crossing Consortium

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Voice: (514) 992-0929
Fax: (514) 227-5306
Email: JF.Lalonde@bouygues-construction.com

- **Knik Arm Crossing Consortium**
(SPV not yet legally formed)
 - Bouygues Travaux Publics S.A.
 - URS Corporation
 - ARUP Engineering Services
 - USKH, Inc.

Knik Arm Crossing Constructors

Mr. Nicholas Hann, Project Manager
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Vancouver, BC V7X 1K8 Canada
Voice: (604) 605-1779
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Email: Nicholas.Hann@Macquarie.com

- **Knik Arm Crossing LLC**
 - Macquarie Bank Limited
 - Macquarie Securities (USA) Inc.
 - Macquarie Holdings (USA) Inc.
 - Kiewit/Manson JV
 - Kiewit Pacific Co.
 - Manson Construction Company
 - Parsons Transportation Group Inc.
 - Golder Associates Inc.
 - VMS Inc.

Knik Arm Bridge and Toll Authority

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August 8, 2007

Exhibit VI, Figure 1

**Forecast of Appropriated Public Investment Available for
Investment June 30, 2007**

Knik Arm Bridge and Toll Authority
Forecast of Appropriated Public Investment Available for Phase II Design and Construction
And Expended on Phase I Development
June 30, 2007

Exhibit VI - Figure 1

	Total Public Funds	Expended on Phase I Costs to 6/30/07	FY2008 Budget	Expected Phase I Costs Expenditures	Available for Phase II Costs
Federal Aid Title 23 Funds	\$ 105,113,320	\$ 32,430,011	\$ 3,856,715	\$ 36,286,725	\$ 68,826,595
Alaska State Match to Title 23 Funds	9,345,243	2,131,207	382,067	2,513,275	6,831,968
State Non-Participating Funds - Grant	1,025,000	578,008	446,992	1,025,000	-
State Non-Participating Funds - Advance	7,000,000	85,817	5,060,425	5,146,242	1,853,758
Department of Commerce, Community and Economic Development Grant (Mat-Su)	<u>15,350,800</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>15,350,800</u>
Subtotal	137,834,363	35,225,043	9,746,199	44,971,242	92,863,121
Less Mat-Su Grant for Section 1	<u>15,350,800</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>15,350,800</u>
Expected Total Project and Phase II Public Funding	<u>\$ 122,483,563</u>	<u>\$ 35,225,043</u>	<u>\$ 9,746,199</u>	<u>\$ 44,971,242</u>	<u>\$ 77,512,321</u>

Knik Arm Bridge and Toll Authority

TIFIA Application

August 8, 2007

Exhibit VI, Figure 2

Summary of Appropriated Public Investment

June 30, 2007

**Knik Arm Bridge and Toll Authority
 Summary of Appropriated Public Investment
 By Federal and State Source
 June 30, 2007**

Exhibit VI - Figure 2

Session Law Reference	Description	Total Appropriation (includes other than Project for State Match)	Line Item Appropriation Description	Not Yet released via PDA and Non-FHWA Sources	Total PDA	Expended Inception to 6/30/2007 (Accrual Basis)	Amount Available	Total Expected Public Funding	
USDOT Title 23 funds:									
61/01/41/24	Surface Transportation Program	2,600,000	Knik Arm Crossing (ED 10-25)	90.97%	\$ -	\$ 545,820	\$ -	\$ 545,820	
61/01/41/24	Surface Transportation Program	2,600,000	Knik Arm Crossing (ED 10-25)	100.00%		400,000	-	400,000	
61/01/41/24	Surface Transportation Program	2,600,000	Knik Arm Crossing (ED 10-25)	100.00%		1,654,180	-	1,654,180	
82/03/49/24	Surface Transportation Program	33,600,000	Knik Arm Crossing Environmental Impact Statement (ED 12-35)	100.00%		2,913,320	-	2,913,320	
82/03/49/24	Surface Transportation Program	33,600,000	Knik Arm Crossing Environmental Impact Statement (ED 12-35)	100.00%		6,000,000	7,692	6,000,000	
82/03/49/24	Surface Transportation Program	33,600,000	Knik Arm Crossing Environmental Impact Statement (ED 12-35)	90.97%		24,773,405	3,849,022	24,773,405	
82/06/104/33	Congressional Earmarks	93,600,000	Knik Arm bridge/Mat-Su Road Improvements (HD 13-32)	90.97%	68,826,595	-	68,826,595	68,826,595	
Subtotal - Title 23 Federal Funds					68,826,595	36,286,725	32,430,011	72,683,309	105,113,320
State Matching Funds:									
81/01/26/24	Statewide Federal Programs	41,000,000	Statewide federal programs	9.03%		54,180	-	54,180	
003/05/85/21	Congressional Earmarks	14,500,000		9.03%		2,459,095	382,067	2,459,095	
82/06/88/13	Statewide Federal Programs	63,910,630	Federal-Aid Highway State Match (HD 1-40)	9.03%	6,831,968	-	6,831,968	6,831,968	
Subtotal - State Matching Funds to Federal Title 23 Funds					6,831,968	2,513,275	2,131,207	7,214,036	9,345,243
State Non-Participating Funds - Grant:									
61/01/28/24	Statewide Federal Programs	41,000,000	Federal-Aid Highway State Match (ED 99)	100.00%		200,000	-	200,000	
159/04/35/07	Statewide Federal Programs	42,000,000	Federal-Aid Highway State Match (ED 99)	100.00%		125,000	-	125,000	
03/05/88/23	Statewide Federal Programs	40,551,700	Federal-Aid Highway State Match (ED 99)	100.00%		700,000	446,992	700,000	
Subtotal - State Non-Participating Funds Granted to KABATA (General Fund)						1,025,000	446,992	1,025,000	
State Non-Participating Funds - GF Advance:									
82/06/88/13		63,910,630	Federal-Aid Highway State Match (HD 1-40)			7,000,000	85,817	6,914,183	7,000,000
State Commerce Grant to Mat-Su:									
82/06/45/11	State Commerce Department	15,350,800	Matanuska-Susitna Borough Point MacKenzie Road-Burma to Port District Upgrades (HD 13-16)		15,350,800	-	15,350,800	15,350,800	
Gross Public Investment					\$ 91,009,363	\$ 46,825,000	\$ 35,225,043	\$ 102,609,320	\$ 137,834,363

Knik Arm Bridge and Toll Authority
TIFIA Application
August 8, 2007

Exhibit VII
Proforma Plan of Finance

**Knik Arm Bridge and Toll Authority
Proforma Plan of Finance**

SOURCES AND USES

SOURCES	TAXABLE	TIFIA	EQUITY	PUBLIC FUNDS	TOTAL
Current Interest Bonds	364,447,589	-	-	-	364,447,589
Bonds/ Accretion Debt	99,855,079	-	-	-	99,855,079
TIFIA	-	156,081,263	-	-	156,081,263
Equity	-	-	62,966,767	-	62,966,767
Premium / Original Issue Discount	-	-	-	-	-
Public Funds Available					
1) <i>Federal</i>	-	-	-	68,826,595	68,826,595
2) <i>State Match</i>	-	-	-	6,831,968	6,831,968
3) <i>Anticipated NSA Port Grant (Federal)</i>	-	-	-	1,853,758	1,853,758
Total	464,302,668	156,081,263	62,966,767	77,512,321	760,863,020

USES

Deposit to Construction Fund	252,644,351	155,331,263	62,966,767	77,512,321	548,454,703
Deposit to Capitalized Interest Fund	93,588,082	-	-	-	93,588,082
Debt Service Reserve Fund	24,913,882	-	-	-	24,913,882
Bond Insurance Premium	45,441,160	-	-	-	45,441,160
Cost of Issuance	9,286,053	750,000	-	-	10,036,053
Underwriter's Discount	2,321,513	-	-	-	2,321,513
Upfront Payment to KABATA (1)	36,107,567	-	-	-	36,107,567
Concession (Shortfall)/Surplus	58	-	-	-	58
Total	464,302,668	156,081,263	62,966,767	77,512,321	760,863,020

Equity Contribution (15.5875% IRR)	62,966,767
Equity as % of Financing, Including Public Funds	18.463%

Delivery Date	3/1/08
Rates as of	7/27/07

Cap I Date	12/1/2012
Cap I Earnings Rate	5.00%

Bond Yield	6.465%	
Arbitrage Yield	7.047%	5.103%
True Interest Cost	7.079%	5.103%

Minimum Coverage	2.30x	1.15x
Average Coverage	2.66x	2.00x
Final Maturity	12/1/2052	12/1/2046

Total Qualified Project Costs	844,590,025
TIFIA 33% Limitation	278,714,708

(1) Includes stipend, success fee, and upfront administrative costs to KABATA

**Knik Arm Bridge and Toll Authority
Proforma Plan of Finance**

TOLLING REGIME

Date	Average Daily Transactions			PV Toll	CV Toll	Gross Revenue
	PV	CV	Transactions			
2008						
2009						
2010						
2011						
2012	7,600	1,100	8,700	3.25	11.70	13,713,050
2013	11,600	1,700	13,300	3.25	11.70	21,020,350
2014	14,800	2,000	16,800	3.75	13.50	30,112,500
2015	17,200	2,400	19,600	3.75	13.50	35,368,500
2016	18,200	2,500	20,700	4.25	15.30	42,194,000
2017	20,200	2,800	23,000	4.25	15.30	46,971,850
2018	21,600	3,000	24,600	4.36	15.68	51,517,013
2019	23,100	3,100	26,200	4.47	16.07	55,836,332
2020	24,400	3,300	27,700	4.58	16.48	60,606,704
2021	26,800	3,700	30,500	4.69	16.89	68,697,065
2022	29,100	4,000	33,100	4.81	17.31	76,346,719
2023	31,600	4,300	35,900	4.93	17.74	84,695,715
2024	34,000	4,600	38,600	5.05	18.19	93,230,050
2025	36,300	5,000	41,300	5.18	18.64	102,629,579
2026	38,900	5,300	44,200	5.31	19.11	112,324,578
2027	41,600	5,700	47,300	5.44	19.59	123,353,619
2028	44,200	6,000	50,200	5.58	20.07	133,927,637
2029	46,800	6,400	53,200	5.72	20.58	145,704,314
2030	49,500	6,700	56,200	5.86	21.09	157,430,131
2031	51,400	7,000	58,400	6.01	21.62	167,897,674
2032	52,700	7,200	59,900	6.16	22.16	176,633,394
2033	54,000	7,400	61,400	6.31	22.71	185,700,965
2034	55,100	7,500	62,600	6.47	23.28	193,789,688
2035	56,200	7,700	63,900	6.63	23.86	203,037,776
2036	57,400	7,800	65,200	6.79	24.46	211,982,373
2037	58,500	8,000	66,500	6.96	25.07	221,908,198
2038	59,400	8,100	67,500	7.14	25.70	230,738,771
2039	60,200	8,200	68,400	7.32	26.34	239,605,122
						3,286,973,668

**Knik Arm Bridge and Toll Authority
Proforma Plan of Finance**

ASSUMPTIONS

Derivation of DSRF Requirement

Taxable Bonds

50% of Average Annual Debt Service	24,913,882
Deposit	<u>24,913,882</u>

TIFIA Eligible Costs

Project Costs	587,210,524
KABATA Debt Service Reserve Fund Deposit	24,913,882
KABATA Capitalized Interest Deposit	93,588,082
Bond Insurance	45,441,160
Costs of Issuance	10,036,053
Development Phase Activities	44,971,242
Underwriter's Discount	2,321,513
Upfront Payment	<u>36,107,567</u>
Total Eligible TIFIA Costs	844,590,025
33% Maximum Capacity Constraint	278,714,708
TIFIA Bond Par Size Constraint	464,302,668
Actual TIFIA Loan Amount Used	156,081,263

2012 Initial Toll Rate	\$3.25
Annual Toll Rate Increase After 2017	2.500%

Costs of Issuance

Bonds	2.000%
TIFIA	750,000

Underwriter's Discount

Bonds	0.500%
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Insurance (% of Total DS)	2.000%
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Upfront KABATA Administrative Costs	26,578,375
Other Upfront Costs	<u>9,529,192</u>
	36,107,567

**Knik Arm Bridge and Toll Authority
Proforma Plan of Finance**

EBITDA

Date	Toll Revenue	Interest Income Earnings	KABATA Administrative Costs	O&M	Tolling Operations	CapEx	Cash Available for Debt Service
2008	-	-	-	-	-	-	-
2009	-	-	-	-	-	-	-
2010	-	-	-	-	-	-	-
2011	-	-	-	-	-	-	-
2012	13,713,050	-	-	(4,191,406)	(950,577)	(3,065,758)	5,505,309
2013	21,020,350	1,245,694	-	(4,296,192)	(1,380,643)	(2,839,774)	13,749,435
2014	30,112,500	1,245,694	(3,302,962)	(4,403,596)	(1,708,818)	(3,087,918)	18,854,900
2015	35,368,500	1,245,694	(3,385,536)	(4,513,686)	(1,972,188)	(3,112,888)	23,629,895
2016	42,194,000	1,245,694	(3,470,174)	(4,626,528)	(2,078,046)	(3,111,307)	30,153,638
2017	46,971,850	1,245,694	(3,556,928)	(4,742,192)	(2,295,253)	(3,984,778)	33,638,393
2018	51,517,013	1,245,694	(3,645,852)	(4,860,746)	(2,447,662)	(4,021,061)	37,787,385
2019	55,836,332	1,245,694	(3,736,998)	(4,982,265)	(2,600,173)	(3,759,167)	42,003,423
2020	60,606,704	1,245,694	(3,830,423)	(5,106,822)	(2,743,517)	(3,997,956)	46,173,681
2021	68,697,065	1,245,694	(3,926,183)	(5,234,492)	(3,007,491)	(3,772,030)	54,002,562
2022	76,346,719	1,245,694	(4,024,338)	(5,365,355)	(3,253,033)	(4,230,376)	60,719,311
2023	84,695,715	1,245,694	(4,124,947)	(5,499,489)	(3,517,229)	(4,217,127)	68,582,618
2024	93,230,050	1,245,694	(4,228,070)	(5,636,976)	(3,772,270)	(4,297,089)	76,541,340
2025	102,629,579	1,245,694	(4,333,772)	(5,777,900)	(4,027,429)	(4,303,707)	85,432,465
2026	112,324,578	1,245,694	(4,442,116)	(5,922,348)	(4,301,250)	(5,224,686)	93,679,872
2027	123,353,619	1,245,694	(4,553,169)	(6,070,406)	(4,593,738)	(5,834,370)	103,547,629
2028	133,927,637	1,245,694	(4,666,998)	(6,222,166)	(4,867,811)	(6,254,766)	113,161,590
2029	145,704,314	1,245,694	(4,783,673)	(6,377,721)	(5,151,285)	(6,226,535)	124,410,794
2030	157,430,131	1,245,694	(4,903,265)	(6,537,164)	(5,434,893)	(6,244,923)	135,555,581
2031	167,897,674	1,245,694	(5,025,847)	(6,700,593)	(5,644,470)	(7,553,274)	144,219,185
2032	176,633,394	1,245,694	(5,151,493)	(6,868,108)	(5,789,290)	(8,168,681)	151,901,517
2033	185,700,965	1,245,694	(5,280,280)	(7,039,810)	(5,934,254)	(7,833,899)	160,858,415
2034	193,789,688	1,245,694	(5,412,287)	(7,215,805)	(6,051,552)	(8,372,612)	167,983,125
2035	203,037,776	1,245,694	(5,547,594)	(7,396,201)	(6,178,273)	(8,448,430)	176,712,972
2036	211,982,373	1,245,694	(5,686,284)	(7,581,106)	(6,305,149)	(8,588,741)	185,066,788
2037	221,908,198	1,245,694	(5,828,441)	(7,770,633)	(6,432,183)	(9,064,292)	194,058,342
2038	230,738,771	1,245,694	(5,974,152)	(7,964,899)	(6,531,567)	(9,660,938)	201,852,908
2039	239,605,122	1,245,694	(6,123,506)	(8,164,022)	(6,621,847)	(9,275,781)	210,665,661
2040	245,595,250	1,245,694	(6,276,594)	(8,368,122)	(6,787,393)	(9,591,568)	215,817,267
2041	251,735,132	1,245,694	(6,433,509)	(8,577,325)	(6,957,078)	(9,930,148)	221,082,765
2042	258,028,510	1,245,694	(6,594,347)	(8,791,758)	(7,131,005)	(10,178,402)	226,578,692
2043	264,479,223	1,245,694	(6,759,205)	(9,011,552)	(7,309,280)	(10,432,862)	232,212,017
2044	271,091,203	1,245,694	(6,928,185)	(9,236,841)	(7,492,012)	(10,693,683)	237,986,175
2045	277,868,483	1,245,694	(7,101,390)	(9,467,762)	(7,679,313)	(10,961,025)	243,904,687
2046	284,815,195	1,245,694	(7,278,925)	(9,704,456)	(7,871,295)	(11,235,051)	249,971,162
2047	291,935,575	1,245,694	(7,460,898)	(9,947,068)	(8,068,078)	(11,515,927)	256,189,299
2048	299,233,965	1,245,694	(7,647,420)	(10,195,744)	(8,269,780)	(11,803,826)	262,562,889
2049	306,714,814	1,245,694	(7,838,606)	(10,450,638)	(8,476,524)	(12,098,921)	269,095,819
2050	314,382,684	1,245,694	(8,034,571)	(10,711,904)	(8,688,437)	(12,401,394)	275,792,072
2051	322,242,251	1,245,694	(8,235,435)	(10,979,701)	(8,905,648)	(12,711,429)	282,655,731
2052	330,298,307	26,159,576	(8,441,321)	(11,254,194)	(9,128,290)	(13,029,215)	314,604,864
2053	338,555,765	-	(8,652,354)	(11,535,549)	(9,356,497)	(13,354,945)	295,656,420
2054	347,019,659	-	(8,868,663)	(11,823,938)	(9,590,409)	(13,688,819)	303,047,831
2055	355,695,151	-	(9,090,380)	(12,119,536)	(9,830,169)	(14,031,039)	310,624,027
2056	364,587,529	-	(9,317,639)	(12,422,524)	(10,075,924)	(14,381,815)	318,389,627
2057	373,702,218	-	(9,550,580)	(12,733,087)	(10,327,822)	(14,741,361)	326,349,368
2058	383,044,773	-	(9,789,344)	(13,051,415)	(10,586,017)	(15,109,895)	334,508,102
2059	392,620,892	-	(10,034,078)	(13,377,700)	(10,850,668)	(15,487,642)	342,870,805
2060	402,436,415	-	(10,284,930)	(13,712,143)	(11,121,934)	(15,874,833)	351,442,575
2061	412,497,325	-	(10,542,053)	(14,054,946)	(11,399,983)	(16,271,704)	360,228,639
2062	422,809,758	-	(10,805,605)	(14,406,320)	(11,684,982)	(16,678,496)	369,234,355
2063							
2064							
2065							
2066							
2067							
2068							
2069							
2070							
2071							
2072							
2073							
2074							
2075							
2076							
2077							
2078							
2079							
2080							

**Knik Arm Bridge and Toll Authority
Proforma Plan of Finance**

EBITDA

Date	Toll Revenue	Interest Income Earnings	KABATA Administrative Costs	O&M	Tolling Operations	CapEx	Cash Available for Debt Service
2081							
2082							
2083							
2084							
2085							
	10,798,363,745	74,741,647	(310,911,323)	(423,002,850)	(323,180,430)	(454,756,866)	9,361,253,923

**Knik Arm Bridge and Toll Authority
Proforma Plan of Finance**

COVERAGE

Date	Cash Available for Debt Service	Senior Debt Service	Senior Lien Coverage	Senior LLCR	Senior PLCR	TIFIA DS	Total Coverage	Total LLCR	Total PLCR	Equity Dividends Pre-Tax 15.588%
2081	-									
2082	-									
2083	-									
2084	-									
2085	-									
	9,361,253,923	(2,272,057,991)					(505,657,835)			6,583,538,097

**Knik Arm Bridge and Toll Authority
Proforma Plan of Finance**

ANNUAL DEBT SERVICE

Date	Taxable CIB Annual DS	Taxable CAB Annual DS	Taxable SWAP Annual DS	Total Taxable Annual DS	Total Senior Annual DS	TIFIA Annual DS	Total Annual DS
2008	-	-	-	-	-	-	-
2009	-	-	-	-	-	-	-
2010	-	-	-	-	-	-	-
2011	-	-	-	-	-	-	-
2012	-	-	-	-	-	4,787,225	4,787,225
2013	2,440,060	-	-	2,440,060	2,440,060	9,515,970	11,956,030
2014	6,808,009	-	-	6,808,009	6,808,009	9,587,556	16,395,566
2015	8,801,722	-	1,481,088	10,282,809	10,282,809	9,659,062	19,941,871
2016	10,950,022	-	2,086,570	13,036,592	13,036,592	9,730,488	22,767,081
2017	11,808,102	-	2,641,380	14,449,482	14,449,482	9,773,191	24,222,673
2018	11,808,102	-	4,319,677	16,127,779	16,127,779	9,863,558	25,991,336
2019	14,138,436	-	3,674,721	17,813,157	17,813,157	9,991,974	27,805,131
2020	11,808,102	-	7,649,834	19,457,935	19,457,935	10,082,120	29,540,056
2021	17,993,506	-	4,620,632	22,614,138	22,614,138	10,134,056	32,748,194
2022	20,269,465	-	4,998,662	25,268,128	25,268,128	10,166,887	35,435,014
2023	17,750,067	-	10,613,299	28,363,366	28,363,366	10,180,642	38,544,007
2024	20,413,376	-	11,046,278	31,459,655	31,459,655	10,175,352	41,635,006
2025	23,616,204	-	11,282,679	34,898,883	34,898,883	10,170,062	45,068,945
2026	23,616,204	-	14,418,661	38,034,865	38,034,865	10,164,772	48,199,637
2027	23,616,204	-	18,170,572	41,786,775	41,786,775	10,159,482	51,946,257
2028	23,616,204	-	21,775,529	45,391,733	45,391,733	10,135,207	55,526,939
2029	23,616,204	-	25,989,376	49,605,580	49,605,580	10,110,951	59,716,531
2030	23,616,204	-	30,111,732	53,727,935	53,727,935	10,105,681	63,833,617
2031	23,616,204	-	33,207,746	56,823,950	56,823,950	10,081,456	66,905,406
2032	23,616,204	-	35,883,019	59,499,223	59,499,223	10,057,251	69,556,474
2033	23,616,204	146,852	38,876,514	62,639,570	62,639,570	10,033,066	72,672,635
2034	23,616,204	41,417,913	0	65,034,117	65,034,117	10,008,900	75,043,018
2035	23,616,204	44,402,646	0	68,018,850	68,018,850	10,003,670	78,022,520
2036	23,616,204	47,209,203	0	70,825,407	70,825,407	9,979,535	80,804,942
2037	23,616,204	50,226,392	0	73,842,596	73,842,596	9,955,420	83,798,016
2038	23,616,204	52,756,444	0	76,372,648	76,372,648	9,950,210	86,322,858
2039	23,616,204	55,641,005	0	79,257,209	79,257,209	9,945,000	89,202,209
2040	23,616,204	57,123,514	0	80,739,718	80,739,718	9,939,790	90,679,508
2041	23,616,204	58,631,849	0	82,248,053	82,248,053	61,449,534	143,697,587
2042	23,616,204	60,208,692	0	83,824,895	83,824,895	29,464,451	113,289,346
2043	23,616,204	61,818,681	0	85,434,885	85,434,885	30,671,124	116,106,009
2044	23,616,204	63,462,528	0	87,078,732	87,078,732	31,914,355	118,993,088
2045	23,616,204	65,140,960	0	88,757,164	88,757,164	33,195,179	121,952,344
2046	23,616,204	66,854,720	0	90,470,924	90,470,924	34,514,657	124,985,581
2047	23,616,204	68,604,566	0	92,220,770	92,220,770	-	92,220,770
2048	43,619,491	50,387,988	0	94,007,479	94,007,479	-	94,007,479
2049	95,831,844	-	0	95,831,844	95,831,844	-	95,831,844
2050	97,694,677	-	0	97,694,677	97,694,677	-	97,694,677
2051	99,596,805	-	0	99,596,805	99,596,805	-	99,596,805
2052	110,271,596	-	0	110,271,596	110,271,596	-	110,271,596
2053	-	-	-	-	-	-	-
2054	-	-	-	-	-	-	-
2055	-	-	-	-	-	-	-
2056	-	-	-	-	-	-	-
2057	-	-	-	-	-	-	-
	1,145,176,068	844,033,955	282,847,969	2,272,057,991	2,272,057,991	505,657,835	2,777,715,826

**Knik Arm Bridge and Toll Authority
Proforma Plan of Finance**

ANNUAL COSTS

	2007	2008	2009	2010	2011	Total
Construction Summary						
Section:						
2. Port MacKenzie Northern Route	-	4,960,037	3,634,356	1,992,433	805,278	11,392,104
3. West Approach	-	9,177,322	17,462,281	1,072,723	258,865	27,971,191
4. Bridge	-	25,248,753	121,888,795	130,676,410	7,153,074	284,967,032
5. East Approach	-	-	13,765,945	54,058,140	3,125,687	70,949,771
6. MOA Future Port Expansion	-	3,961,243	1,185,534	1,428,285	-	6,575,062
7. Retaining Wall	-	10,068,750	-	-	-	10,068,750
8. Cherry Hill	-	-	18,550,551	7,834,908	-	26,385,458
9. Government Hill	-	-	63,754,966	3,981,958	-	67,736,924
Constuction Summary	-	53,416,105	240,242,428	201,044,855	11,342,904	506,046,293
	-	-	-	-	-	-
Toll Technology	105,556	-	-	4,592,967	-	4,698,523
Engineering	-	17,000,000	10,750,000	3,750,000	1,500,000	33,000,000
Project Management	-	7,400,000	8,000,000	8,450,000	4,450,000	28,300,000
ICAP	-	137,683	2,901,947	460,369	-	3,500,000
Toll Facility/Building	-	-	-	-	-	-
ROW (primarily Government Hill)	-	4,375,105	7,290,604	-	-	11,665,708
EIS repayment of Advance Construction	-	-	-	-	-	-
	105,556	82,328,893	269,184,979	218,298,192	17,292,904	587,210,524

**Knik Arm Bridge and Toll Authority
Proforma Plan of Finance**

CONSTRUCTION FUND

Date	Beginning Balance	Initial Deposit	Federal Monies Deposits	Total Deposits	Interest Earnings 5.00%	Draws	Ending Balance
3/1/08		470,942,382	13,934	470,956,315		105,556	470,850,759
4/1/08	470,850,759		1,207,499	1,207,499	1,961,878	9,147,655	464,872,481
5/1/08	464,872,481		1,207,499	1,207,499	1,936,969	9,147,655	458,869,293
6/1/08	458,869,293		1,207,499	1,207,499	1,911,955	9,147,655	452,841,093
7/1/08	452,841,093		1,207,499	1,207,499	1,886,838	9,147,655	446,787,774
8/1/08	446,787,774		1,207,499	1,207,499	1,861,616	9,147,655	440,709,234
9/1/08	440,709,234		1,207,499	1,207,499	1,836,288	9,147,655	434,605,366
10/1/08	434,605,366		1,207,499	1,207,499	1,810,856	9,147,655	428,476,066
11/1/08	428,476,066		1,207,499	1,207,499	1,785,317	9,147,655	422,321,227
12/1/08	422,321,227		1,207,499	1,207,499	1,759,672	9,147,655	416,140,743
1/1/09	416,140,743		2,961,055	2,961,055	1,733,920	22,432,082	398,403,636
2/1/09	398,403,636		2,961,055	2,961,055	1,660,015	22,432,082	380,592,624
3/1/09	380,592,624		2,961,055	2,961,055	1,585,803	22,432,082	362,707,401
4/1/09	362,707,401		2,961,055	2,961,055	1,511,281	22,432,082	344,747,655
5/1/09	344,747,655		2,961,055	2,961,055	1,436,449	22,432,082	326,713,077
6/1/09	326,713,077		2,961,055	2,961,055	1,361,304	22,432,082	308,603,355
7/1/09	308,603,355		2,961,055	2,961,055	1,285,847	22,432,082	290,418,176
8/1/09	290,418,176		2,961,055	2,961,055	1,210,076	22,432,082	272,157,225
9/1/09	272,157,225		2,961,055	2,961,055	1,133,988	22,432,082	253,820,187
10/1/09	253,820,187		2,961,055	2,961,055	1,057,584	22,432,082	235,406,745
11/1/09	235,406,745		2,961,055	2,961,055	980,861	22,432,082	216,916,580
12/1/09	216,916,580		2,961,055	2,961,055	903,819	22,432,082	198,349,372
1/1/10	198,349,372		2,401,297	2,401,297	826,456	18,191,516	183,385,609
2/1/10	183,385,609		2,401,297	2,401,297	764,107	18,191,516	168,359,496
3/1/10	168,359,496		2,401,297	2,401,297	701,498	18,191,516	153,270,775
4/1/10	153,270,775		2,401,297	2,401,297	638,628	18,191,516	138,119,184
5/1/10	138,119,184		2,401,297	2,401,297	575,497	18,191,516	122,904,461
6/1/10	122,904,461		2,401,297	2,401,297	512,102	18,191,516	107,626,343
7/1/10	107,626,343		2,401,297	2,401,297	448,443	18,191,516	92,284,567
8/1/10	92,284,567		2,401,297	2,401,297	384,519	18,191,516	76,878,867
9/1/10	76,878,867		2,401,297	2,401,297	320,329	18,191,516	61,408,976
10/1/10	61,408,976		2,401,297	2,401,297	255,871	18,191,516	45,874,627
11/1/10	45,874,627		2,401,297	2,401,297	191,144	18,191,516	30,275,552
12/1/10	30,275,552		2,401,297	2,401,297	126,148	18,191,516	14,611,481
1/1/11	14,611,481		190,223	190,223	60,881	1,441,075	13,421,510
2/1/11	13,421,510		190,223	190,223	55,923	1,441,075	12,226,581
3/1/11	12,226,581		190,223	190,223	50,944	1,441,075	11,026,673
4/1/11	11,026,673		190,223	190,223	45,944	1,441,075	9,821,765
5/1/11	9,821,765		190,223	190,223	40,924	1,441,075	8,611,837
6/1/11	8,611,837		190,223	190,223	35,883	1,441,075	7,396,868
7/1/11	7,396,868		190,223	190,223	30,820	1,441,075	6,176,836
8/1/11	6,176,836		190,223	190,223	25,737	1,441,075	4,951,721
9/1/11	4,951,721		190,223	190,223	20,632	1,441,075	3,721,501
10/1/11	3,721,501		190,223	190,223	15,506	1,441,075	2,486,155
11/1/11	2,486,155		190,223	190,223	10,359	1,441,075	1,245,662
12/1/11	1,245,662		190,223	190,223	5,190	1,441,075	-
		470,942,382	77,512,321	548,454,703	38,755,821	587,210,524	

**Knik Arm Bridge and Toll Authority
Proforma Plan of Finance**

TAXABLE CURRENT INTEREST BONDS

Date	Notional	Principal	Initial Proceeds	Coupon	Yield	Price	Interest	Cap. Interest Fund Draws	Net Debt Service	DS Swapped	Annual Debt Service
3/1/08											
6/1/08	364,447,589	-	-				5,904,051	5,904,051	-	-	
12/1/08	364,447,589	-	-	6.010%	6.010%	100.00	11,808,102	11,808,102	-	-	-
6/1/09	364,447,589	-	-				11,808,102	11,808,102	-	-	
12/1/09	364,447,589	-	-	6.010%	6.010%	100.00	11,808,102	11,808,102	-	-	-
6/1/10	364,447,589	-	-				11,808,102	11,808,102	-	-	
12/1/10	364,447,589	-	-	6.010%	6.010%	100.00	11,808,102	11,808,102	-	-	-
6/1/11	364,447,589	-	-				11,808,102	11,808,102	-	-	
12/1/11	364,447,589	-	-	6.010%	6.010%	100.00	11,808,102	11,808,102	-	-	-
6/1/12	364,447,589	-	-				11,808,102	11,808,102	-	-	
12/1/12	364,447,589	-	-	6.010%	6.010%	100.00	11,808,102	11,808,102	-	-	-
6/1/13	364,447,589	-	-				11,808,102	-	11,808,102	9,368,042	
12/1/13	364,447,589	-	-	6.280%	6.280%	100.00	11,808,102	-	11,808,102	11,808,102	2,440,060
6/1/14	364,447,589	-	-				11,808,102	-	11,808,102	5,000,093	
12/1/14	364,447,589	-	-	6.280%	6.280%	100.00	11,808,102	-	11,808,102	11,808,102	6,808,009
6/1/15	364,447,589	-	-				11,808,102	-	11,808,102	3,006,380	
12/1/15	364,447,589	-	-	6.280%	6.280%	100.00	11,808,102	-	11,808,102	11,808,102	8,801,722
6/1/16	364,447,589	-	-				11,808,102	-	11,808,102	858,080	
12/1/16	364,447,589	-	-	6.280%	6.280%	100.00	11,808,102	-	11,808,102	11,808,102	10,950,022
6/1/17	364,447,589	-	-				11,808,102	-	11,808,102	-	
12/1/17	364,447,589	-	-	6.280%	6.280%	100.00	11,808,102	-	11,808,102	11,808,102	11,808,102
6/1/18	364,447,589	-	-				11,808,102	-	11,808,102	-	
12/1/18	364,447,589	-	-	6.480%	6.480%	100.00	11,808,102	-	11,808,102	11,808,102	11,808,102
6/1/19	364,447,589	-	-				11,808,102	-	11,808,102	-	
12/1/19	364,447,589	-	-	6.480%	6.480%	100.00	11,808,102	-	11,808,102	9,477,768	14,138,436
6/1/20	364,447,589	-	-				11,808,102	-	11,808,102	-	
12/1/20	364,447,589	-	-	6.480%	6.480%	100.00	11,808,102	-	11,808,102	11,808,102	11,808,102
6/1/21	364,447,589	-	-				11,808,102	-	11,808,102	-	
12/1/21	364,447,589	-	-	6.480%	6.480%	100.00	11,808,102	-	11,808,102	5,622,698	17,993,506
6/1/22	364,447,589	-	-				11,808,102	-	11,808,102	-	
12/1/22	364,447,589	-	-	6.480%	6.480%	100.00	11,808,102	-	11,808,102	3,346,738	20,269,465
6/1/23	364,447,589	-	-				11,808,102	-	11,808,102	-	
12/1/23	364,447,589	-	-	6.480%	6.480%	100.00	11,808,102	-	11,808,102	5,866,137	17,750,067
6/1/24	364,447,589	-	-				11,808,102	-	11,808,102	-	
12/1/24	364,447,589	-	-	6.480%	6.480%	100.00	11,808,102	-	11,808,102	3,202,828	20,413,376
6/1/25	364,447,589	-	-				11,808,102	-	11,808,102	-	
12/1/25	364,447,589	-	-	6.480%	6.480%	100.00	11,808,102	-	11,808,102	-	23,616,204
6/1/26	364,447,589	-	-				11,808,102	-	11,808,102	-	
12/1/26	364,447,589	-	-	6.480%	6.480%	100.00	11,808,102	-	11,808,102	-	23,616,204
6/1/27	364,447,589	-	-				11,808,102	-	11,808,102	-	
12/1/27	364,447,589	-	-	6.480%	6.480%	100.00	11,808,102	-	11,808,102	-	23,616,204
6/1/28	364,447,589	-	-				11,808,102	-	11,808,102	-	
12/1/28	364,447,589	-	-	6.480%	6.480%	100.00	11,808,102	-	11,808,102	-	23,616,204
6/1/29	364,447,589	-	-				11,808,102	-	11,808,102	-	
12/1/29	364,447,589	-	-	6.480%	6.480%	100.00	11,808,102	-	11,808,102	-	23,616,204
6/1/30	364,447,589	-	-				11,808,102	-	11,808,102	-	
12/1/30	364,447,589	-	-	6.480%	6.480%	100.00	11,808,102	-	11,808,102	-	23,616,204
6/1/31	364,447,589	-	-				11,808,102	-	11,808,102	-	
12/1/31	364,447,589	-	-	6.480%	6.480%	100.00	11,808,102	-	11,808,102	-	23,616,204
6/1/32	364,447,589	-	-				11,808,102	-	11,808,102	-	
12/1/32	364,447,589	-	-	6.480%	6.480%	100.00	11,808,102	-	11,808,102	-	23,616,204
6/1/33	364,447,589	-	-				11,808,102	-	11,808,102	-	
12/1/33	364,447,589	-	-	6.480%	6.480%	100.00	11,808,102	-	11,808,102	-	23,616,204
6/1/34	364,447,589	-	-				11,808,102	-	11,808,102	-	
12/1/34	364,447,589	-	-	6.480%	6.480%	100.00	11,808,102	-	11,808,102	-	23,616,204
6/1/35	364,447,589	-	-				11,808,102	-	11,808,102	-	
12/1/35	364,447,589	-	-	6.480%	6.480%	100.00	11,808,102	-	11,808,102	-	23,616,204
6/1/36	364,447,589	-	-				11,808,102	-	11,808,102	-	
12/1/36	364,447,589	-	-	6.480%	6.480%	100.00	11,808,102	-	11,808,102	-	23,616,204
6/1/37	364,447,589	-	-				11,808,102	-	11,808,102	-	
12/1/37	364,447,589	-	-	6.480%	6.480%	100.00	11,808,102	-	11,808,102	-	23,616,204
6/1/38	364,447,589	-	-				11,808,102	-	11,808,102	-	
12/1/38	364,447,589	-	-	6.480%	6.480%	100.00	11,808,102	-	11,808,102	-	23,616,204
6/1/39	364,447,589	-	-				11,808,102	-	11,808,102	-	
12/1/39	364,447,589	-	-	6.480%	6.480%	100.00	11,808,102	-	11,808,102	-	23,616,204
6/1/40	364,447,589	-	-				11,808,102	-	11,808,102	-	
12/1/40	364,447,589	-	-	6.480%	6.480%	100.00	11,808,102	-	11,808,102	-	23,616,204

**Knik Arm Bridge and Toll Authority
Proforma Plan of Finance**

TAXABLE CURRENT INTEREST BONDS

Date	Notional	Principal	Initial Proceeds	Coupon	Yield	Price	Interest	Cap. Interest Fund Draws	Net Debt Service	DS Swapped	Annual Debt Service
6/1/41	364,447,589						11,808,102	-	11,808,102	-	
12/1/41	364,447,589	-	-	6.480%	6.480%	100.00	11,808,102	-	11,808,102	-	23,616,204
6/1/42	364,447,589						11,808,102	-	11,808,102	-	
12/1/42	364,447,589	-	-	6.480%	6.480%	100.00	11,808,102	-	11,808,102	-	23,616,204
6/1/43	364,447,589						11,808,102	-	11,808,102	-	
12/1/43	364,447,589	-	-	6.480%	6.480%	100.00	11,808,102	-	11,808,102	-	23,616,204
6/1/44	364,447,589						11,808,102	-	11,808,102	-	
12/1/44	364,447,589	-	-	6.480%	6.480%	100.00	11,808,102	-	11,808,102	-	23,616,204
6/1/45	364,447,589						11,808,102	-	11,808,102	-	
12/1/45	364,447,589	-	-	6.480%	6.480%	100.00	11,808,102	-	11,808,102	-	23,616,204
6/1/46	364,447,589						11,808,102	-	11,808,102	-	
12/1/46	364,447,589	-	-	6.480%	6.480%	100.00	11,808,102	-	11,808,102	-	23,616,204
6/1/47	364,447,589						11,808,102	-	11,808,102	-	
12/1/47	364,447,589	-	-	6.480%	6.480%	100.00	11,808,102	-	11,808,102	-	23,616,204
6/1/48	364,447,589						11,808,102	-	11,808,102	-	
12/1/48	364,447,589	20,003,287	20,003,287	6.480%	6.480%	100.00	11,808,102	-	31,811,389	-	43,619,491
6/1/49	344,444,301						11,159,995	-	11,159,995	-	
12/1/49	344,444,301	73,511,854	73,511,854	6.480%	6.480%	100.00	11,159,995	-	84,671,849	-	95,831,844
6/1/50	270,932,448						8,778,211	-	8,778,211	-	
12/1/50	270,932,448	80,138,254	80,138,254	6.480%	6.480%	100.00	8,778,211	-	88,916,465	-	97,694,677
6/1/51	190,794,194						6,181,732	-	6,181,732	-	
12/1/51	190,794,194	87,233,341	87,233,341	6.480%	6.480%	100.00	6,181,732	-	93,415,073	-	99,596,805
6/1/52	103,560,853						3,355,372	-	3,355,372	-	
12/1/52	103,560,853	103,560,853	103,560,853	6.480%	6.480%	100.00	3,355,372	-	106,916,225	-	110,271,596
6/1/53	-										
12/1/53	-										
6/1/54	-										
12/1/54	-										
6/1/55	-										
12/1/55	-										
6/1/56	-										
12/1/56	-										
6/1/57	-										
12/1/57	-										
		364,447,589	364,447,589				1,021,310,923	112,176,968	1,273,581,544	128,405,476	1,145,176,068

**Knik Arm Bridge and Toll Authority
Proforma Plan of Finance**

TAXABLE CAPITAL APPRECIATION BONDS

Date	Notional	Initial Proceeds	Coupon	Yield	Price	Accreted Interest	Maturity Value
3/1/08	99,855,079						
6/1/08	101,449,961						
12/1/08	104,714,358	-	0.00%	6.140%	95.57	-	-
6/1/09	108,081,269						
12/1/09	111,559,189	-	0.00%	6.140%	89.96	-	-
6/1/10	115,145,912						
12/1/10	118,850,897	-	0.00%	6.140%	84.68	-	-
6/1/11	122,672,386						
12/1/11	126,619,149	-	0.00%	6.140%	79.71	-	-
6/1/12	130,691,032						
12/1/12	134,895,492	-	0.00%	6.140%	75.03	-	-
6/1/13	139,233,656						
12/1/13	143,712,595	-	0.00%	6.140%	70.63	-	-
6/1/14	148,334,642						
12/1/14	153,106,544	-	0.00%	6.140%	66.48	-	-
6/1/15	158,030,209						
12/1/15	163,114,919	-	0.00%	6.140%	62.58	-	-
6/1/16	168,360,389						
12/1/16	173,777,414	-	0.00%	6.140%	58.91	-	-
6/1/17	179,366,019						
12/1/17	185,136,557	-	0.00%	6.140%	55.45	-	-
6/1/18	191,090,765						
12/1/18	197,237,598	-	0.00%	6.190%	51.93	-	-
6/1/19	203,581,931						
12/1/19	210,130,236	-	0.00%	6.240%	48.58	-	-
6/1/20	216,890,353						
12/1/20	223,866,203	-	0.00%	6.320%	45.23	-	-
6/1/21	231,067,707						
12/1/21	238,499,630	-	0.00%	6.350%	42.34	-	-
6/1/22	246,171,845						
12/1/22	254,090,353	-	0.00%	6.360%	39.71	-	-
6/1/23	262,263,238						
12/1/23	270,699,457	-	0.00%	6.360%	37.30	-	-
6/1/24	279,406,266						
12/1/24	288,393,488	-	0.00%	6.380%	34.93	-	-
6/1/25	297,670,063						
12/1/25	307,244,777	-	0.00%	6.380%	32.80	-	-
6/1/26	317,127,945						
12/1/26	327,328,213	-	0.00%	6.380%	30.80	-	-
6/1/27	337,857,813						
12/1/27	348,723,957	-	0.00%	6.380%	28.93	-	-
6/1/28	359,942,481						
12/1/28	371,519,924	-	0.00%	6.380%	27.17	-	-
6/1/29	383,471,558						
12/1/29	395,806,097	-	0.00%	6.380%	25.51	-	-
6/1/30	408,537,654						
12/1/30	421,678,280	-	0.00%	6.380%	23.96	-	-
6/1/31	435,241,721						
12/1/31	449,242,383	-	0.00%	6.380%	22.50	-	-
6/1/32	463,692,790						
12/1/32	478,608,677	-	0.00%	6.380%	21.13	-	-
6/1/33	494,003,315						
12/1/33	509,893,906	29,143	0.00%	6.380%	19.85	117,709	146,852
6/1/34	526,143,299						
12/1/34	543,068,171	7,719,057	0.00%	6.380%	18.64	33,698,857	41,417,913
6/1/35	517,797,968						
12/1/35	534,465,799	7,771,795	0.00%	6.380%	17.50	36,630,851	44,402,646
6/1/36	505,851,164						
12/1/36	522,147,513	7,759,777	0.00%	6.380%	16.44	39,449,426	47,209,203
6/1/37	490,253,219						
12/1/37	506,062,946	7,752,946	0.00%	6.380%	15.44	42,473,446	50,226,392
6/1/38	470,553,881						
12/1/38	485,745,717	7,534,675	0.00%	6.430%	14.28	45,221,769	52,756,444
6/1/39	446,975,569						
12/1/39	461,413,524	7,459,233	0.00%	6.430%	13.41	48,181,772	55,641,005
6/1/40	418,888,469						
12/1/40	432,427,778	7,188,423	0.00%	6.430%	12.58	49,935,091	57,123,514

**Knik Arm Bridge and Toll Authority
Proforma Plan of Finance**

TAXABLE CAPITAL APPRECIATION BONDS

Date	Notional	Initial Proceeds	Coupon	Yield	Price	Accreted Interest	Maturity Value
6/1/41	387,444,488						
12/1/41	399,978,201	6,925,594	0.00%	6.430%	11.81	51,706,255	58,631,849
6/1/42	352,400,003						
12/1/42	363,811,487	6,675,940	0.00%	6.430%	11.09	53,532,752	60,208,692
6/1/43	313,447,529						
12/1/43	323,612,933	6,323,433	0.00%	6.480%	10.23	55,495,248	61,818,681
6/1/44	270,285,544						
12/1/44	279,052,796	6,090,499	0.00%	6.480%	9.60	57,372,030	63,462,528
6/1/45	222,584,718						
12/1/45	229,807,358	5,865,292	0.00%	6.480%	9.00	59,275,668	65,140,960
6/1/46	170,011,828						
12/1/46	175,531,406	5,647,887	0.00%	6.480%	8.45	61,206,833	66,854,720
6/1/47	112,208,904						
12/1/47	115,856,406	5,437,598	0.00%	6.480%	7.93	63,166,968	68,604,566
6/1/48	48,794,720						
12/1/48	50,387,988	3,673,788	0.00%	6.530%	7.29	46,714,200	50,387,988
6/1/49	-						
12/1/49	-	-	0.00%	6.530%	6.84	-	-
6/1/50	-						
12/1/50	-	-	0.00%	6.530%	6.41	-	-
6/1/51	-						
12/1/51	-	-	0.00%	6.530%	6.01	-	-
6/1/52	-						
12/1/52	-	-	0.00%	6.530%	5.64	-	-
6/1/53							
12/1/53							
6/1/54							
12/1/54							
6/1/55							
12/1/55							
6/1/56							
12/1/56							
6/1/57							
12/1/57							
		99,855,079				744,178,876	844,033,955

**Knik Arm Bridge and Toll Authority
Proforma Plan of Finance**

TAXABLE ACCRETION SWAP

Date	Notional	DS Swapped	Principal	Coupon	Interest	Accreted Interest	Net Debt Service	Annual Debt Service	Ending Balance
3/1/08		-							
6/1/08		-							
12/1/08		-	-	7.381%	-	-	-	-	-
6/1/09		-	-	7.381%	-	-	-	-	-
12/1/09		-	-	7.381%	-	-	-	-	-
6/1/10		-	-	7.381%	-	-	-	-	-
12/1/10		-	-	7.381%	-	-	-	-	-
6/1/11		-	-	7.381%	-	-	-	-	-
12/1/11		-	-	7.381%	-	-	-	-	-
6/1/12		-	-	7.381%	-	-	-	-	-
12/1/12		-	-	7.381%	-	-	-	-	-
6/1/13		9,368,042		7.381%	-	-	-		9,368,042
12/1/13	9,368,042	11,808,102	-	7.381%	345,728	345,728	-	-	21,521,871
6/1/14	21,521,871	5,000,093		7.381%	794,265	794,265	-	-	27,316,228
12/1/14	27,316,228	11,808,102	-	7.381%	1,008,105	1,008,105	-	-	40,132,436
6/1/15	40,132,436	3,006,380		7.381%	1,481,088	-	1,481,088		43,138,816
12/1/15	43,138,816	11,808,102	-	7.381%	1,592,038	1,592,038	0	1,481,088	56,538,956
6/1/16	56,538,956	858,080		7.381%	2,086,570	-	2,086,570		57,397,036
12/1/16	57,397,036	11,808,102	-	7.381%	2,118,238	2,118,238	-	2,086,570	71,323,375
6/1/17	71,323,375	-		7.381%	2,632,189	-	2,632,189		71,323,375
12/1/17	71,323,375	11,808,102	-	7.381%	2,632,189	2,622,999	9,191	2,641,380	85,754,476
6/1/18	85,754,476	-		7.381%	3,164,769	-	3,164,769		85,754,476
12/1/18	85,754,476	11,808,102	-	7.381%	3,164,769	2,009,861	1,154,908	4,319,677	99,572,439
6/1/19	99,572,439	-		7.381%	3,674,721	-	3,674,721		99,572,439
12/1/19	99,572,439	9,477,768	-	7.381%	3,674,721	3,674,721	-	3,674,721	112,724,927
6/1/20	112,724,927	-		7.381%	4,160,113	-	4,160,113		112,724,927
12/1/20	112,724,927	11,808,102	-	7.381%	4,160,113	670,393	3,489,720	7,649,834	125,203,423
6/1/21	125,203,423	-		7.381%	4,620,632	-	4,620,632		125,203,423
12/1/21	125,203,423	5,622,698	-	7.381%	4,620,632	4,620,632	-	4,620,632	135,446,753
6/1/22	135,446,753	-		7.381%	4,998,662	-	4,998,662		135,446,753
12/1/22	135,446,753	3,346,738	-	7.381%	4,998,662	4,998,662	-	4,998,662	143,792,154
6/1/23	143,792,154	-		7.381%	5,306,649	-	5,306,649		143,792,154
12/1/23	143,792,154	5,866,137	-	7.381%	5,306,649	-	5,306,649	10,613,299	149,658,291
6/1/24	149,658,291	-		7.381%	5,523,139	-	5,523,139		149,658,291
12/1/24	149,658,291	3,202,828	-	7.381%	5,523,139	-	5,523,139	11,046,278	152,861,118
6/1/25	152,861,118	-		7.381%	5,641,340	-	5,641,340		152,861,118
12/1/25	152,861,118	-	-	7.381%	5,641,340	-	5,641,340	11,282,679	152,861,118
6/1/26	152,861,118	-		7.381%	5,641,340	-	5,641,340		152,861,118
12/1/26	152,861,118	-	3,135,982	7.381%	5,641,340	-	8,777,321	14,418,661	149,725,136
6/1/27	149,725,136	-		7.381%	5,525,606	-	5,525,606		149,725,136
12/1/27	149,725,136	-	7,119,359	7.381%	5,525,606	-	12,644,965	18,170,572	142,605,777
6/1/28	142,605,777	-		7.381%	5,262,866	-	5,262,866		142,605,777
12/1/28	142,605,777	-	11,249,797	7.381%	5,262,866	-	16,512,663	21,775,529	131,355,980
6/1/29	131,355,980	-		7.381%	4,847,692	-	4,847,692		131,355,980
12/1/29	131,355,980	-	16,293,991	7.381%	4,847,692	-	21,141,684	25,989,376	115,061,989
6/1/30	115,061,989	-		7.381%	4,246,363	-	4,246,363		115,061,989
12/1/30	115,061,989	-	21,619,006	7.381%	4,246,363	-	25,865,369	30,111,732	93,442,983
6/1/31	93,442,983	-		7.381%	3,448,513	-	3,448,513		93,442,983
12/1/31	93,442,983	-	26,310,720	7.381%	3,448,513	-	29,759,233	33,207,746	67,132,263
6/1/32	67,132,263	-		7.381%	2,477,516	-	2,477,516		67,132,263
12/1/32	67,132,263	-	30,927,987	7.381%	2,477,516	-	33,405,503	35,883,019	36,204,276
6/1/33	36,204,276	-		7.381%	1,336,119	-	1,336,119		36,204,276
12/1/33	36,204,276	-	36,204,276	7.381%	1,336,119	-	37,540,395	38,876,514	0
6/1/34	0	-		7.381%	0	-	0		0
12/1/34	0	-	-	7.381%	0	-	0	0	0
6/1/35	0	-		7.381%	0	-	0		0
12/1/35	0	-	-	7.381%	0	-	0	0	0
6/1/36	0	-		7.381%	0	-	0		0
12/1/36	0	-	-	7.381%	0	-	0	0	0
6/1/37	0	-		7.381%	0	-	0		0
12/1/37	0	-	-	7.381%	0	-	0	0	0
6/1/38	0	-		7.381%	0	-	0		0
12/1/38	0	-	-	7.381%	0	-	0	0	0
6/1/39	0	-		7.381%	0	-	0		0
12/1/39	0	-	-	7.381%	0	-	0	0	0
6/1/40	0	-		7.381%	0	-	0		0
12/1/40	0	-	-	7.381%	0	-	0	0	0

**Knik Arm Bridge and Toll Authority
Proforma Plan of Finance**

TAXABLE ACCRETION SWAP

Date	Notional	DS Swapped	Principal	Coupon	Interest	Accreted Interest	Net Debt Service	Annual Debt Service	Ending Balance
6/1/41	0	-	-	7.381%	0	-	0	0	0
12/1/41	0	-	-	7.381%	0	-	0	0	0
6/1/42	0	-	-	7.381%	0	-	0	0	0
12/1/42	0	-	-	7.381%	0	-	0	0	0
6/1/43	0	-	-	7.381%	0	-	0	0	0
12/1/43	0	-	-	7.381%	0	-	0	0	0
6/1/44	0	-	-	7.381%	0	-	0	0	0
12/1/44	0	-	-	7.381%	0	-	0	0	0
6/1/45	0	-	-	7.381%	0	-	0	0	0
12/1/45	0	-	-	7.381%	0	-	0	0	0
6/1/46	0	-	-	7.381%	0	-	0	0	0
12/1/46	0	-	-	7.381%	0	-	0	0	0
6/1/47	0	-	-	7.381%	0	-	0	0	0
12/1/47	0	-	-	7.381%	0	-	0	0	0
6/1/48	0	-	-	7.381%	0	-	0	0	0
12/1/48	0	-	-	7.381%	0	-	0	0	0
6/1/49	0	-	-	7.381%	0	-	0	0	0
12/1/49	0	-	-	7.381%	0	-	0	0	0
6/1/50	0	-	-	7.381%	0	-	0	0	0
12/1/50	0	-	-	7.381%	0	-	0	0	0
6/1/51	0	-	-	7.381%	0	-	0	0	0
12/1/51	0	-	-	7.381%	0	-	0	0	0
6/1/52	0	-	-	7.381%	0	-	0	0	0
12/1/52	0	-	-	7.381%	0	-	0	0	0
6/1/53	0	-	-						
12/1/53									
6/1/54									
12/1/54									
6/1/55									
12/1/55									
6/1/56									
12/1/56									
6/1/57									
12/1/57									
		128,405,476	152,861,118		154,442,492	24,455,642	282,847,969	282,847,969	

**Knik Arm Bridge and Toll Authority
Proforma Plan of Finance**

TAXABLE CAPITALIZED INTEREST FUND

Date	Beginning Balance	Deposits	Interest 5.00%	Import From DSRF Fund	Interest Draws	Ending Balance
3/1/08		93,588,082				93,588,082
6/1/08	93,588,082		1,162,629	309,501	5,904,051	89,156,162
12/1/08	89,156,162		2,228,904	622,847	11,808,102	80,199,811
6/1/09	80,199,811		2,004,995	622,847	11,808,102	71,019,552
12/1/09	71,019,552		1,775,489	622,847	11,808,102	61,609,786
6/1/10	61,609,786		1,540,245	622,847	11,808,102	51,964,776
12/1/10	51,964,776		1,299,119	622,847	11,808,102	42,078,640
6/1/11	42,078,640		1,051,966	622,847	11,808,102	31,945,351
12/1/11	31,945,351		798,634	622,847	11,808,102	21,558,730
6/1/12	21,558,730		538,968	622,847	11,808,102	10,912,444
12/1/12	10,912,444		272,811	622,847	11,808,102	-
6/1/13	-		-	-	-	-
12/1/13	-		-	-	-	-
6/1/14	-		-	-	-	-
12/1/14	-		-	-	-	-
6/1/15	-		-	-	-	-
12/1/15	-		-	-	-	-
6/1/16	-		-	-	-	-
12/1/16	-		-	-	-	-
6/1/17	-		-	-	-	-
12/1/17	-		-	-	-	-
6/1/18	-		-	-	-	-
12/1/18	-		-	-	-	-
6/1/19	-		-	-	-	-
12/1/19	-		-	-	-	-
6/1/20	-		-	-	-	-
12/1/20	-		-	-	-	-
6/1/21	-		-	-	-	-
12/1/21	-		-	-	-	-
6/1/22	-		-	-	-	-
12/1/22	-		-	-	-	-
6/1/23	-		-	-	-	-
12/1/23	-		-	-	-	-
6/1/24	-		-	-	-	-
12/1/24	-		-	-	-	-
6/1/25	-		-	-	-	-
12/1/25	-		-	-	-	-
6/1/26	-		-	-	-	-
12/1/26	-		-	-	-	-
6/1/27	-		-	-	-	-
12/1/27	-		-	-	-	-
6/1/28	-		-	-	-	-
12/1/28	-		-	-	-	-
6/1/29	-		-	-	-	-
12/1/29	-		-	-	-	-
6/1/30	-		-	-	-	-
12/1/30	-		-	-	-	-
6/1/31	-		-	-	-	-
12/1/31	-		-	-	-	-
6/1/32	-		-	-	-	-
12/1/32	-		-	-	-	-
6/1/33	-		-	-	-	-
12/1/33	-		-	-	-	-
6/1/34	-		-	-	-	-
12/1/34	-		-	-	-	-
6/1/35	-		-	-	-	-
12/1/35	-		-	-	-	-
6/1/36	-		-	-	-	-
12/1/36	-		-	-	-	-
6/1/37	-		-	-	-	-
12/1/37	-		-	-	-	-
6/1/38	-		-	-	-	-
12/1/38	-		-	-	-	-
6/1/39	-		-	-	-	-
12/1/39	-		-	-	-	-
6/1/40	-		-	-	-	-
12/1/40	-		-	-	-	-

**Knik Arm Bridge and Toll Authority
Proforma Plan of Finance**

TAXABLE CAPITALIZED INTEREST FUND

Date	Beginning Balance	Deposits	Interest 5.00%	Import From DSRF Fund	Interest Draws	Ending Balance
6/1/41	-	-	-	-	-	-
12/1/41	-	-	-	-	-	-
6/1/42	-	-	-	-	-	-
12/1/42	-	-	-	-	-	-
6/1/43	-	-	-	-	-	-
12/1/43	-	-	-	-	-	-
6/1/44	-	-	-	-	-	-
12/1/44	-	-	-	-	-	-
6/1/45	-	-	-	-	-	-
12/1/45	-	-	-	-	-	-
6/1/46	-	-	-	-	-	-
12/1/46	-	-	-	-	-	-
6/1/47	-	-	-	-	-	-
12/1/47	-	-	-	-	-	-
6/1/48	-	-	-	-	-	-
12/1/48	-	-	-	-	-	-
6/1/49	-	-	-	-	-	-
12/1/49	-	-	-	-	-	-
6/1/50	-	-	-	-	-	-
12/1/50	-	-	-	-	-	-
6/1/51	-	-	-	-	-	-
12/1/51	-	-	-	-	-	-
6/1/52	-	-	-	-	-	-
12/1/52	-	-	-	-	-	-

93,588,082	12,673,761	5,915,125	112,176,968
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**Knik Arm Bridge and Toll Authority
Proforma Plan of Finance**

TAXABLE DEBT SERVICE RESERVE FUND

Date	Beginning Balance	Deposits	Interest 5.000%	Export to Capl. Fund	Export to Revenue Fund	Ann. Export to Revenue Fund	Ending Balance
3/1/08		24,913,882					24,913,882
6/1/08	24,913,882		309,501	(309,501)	-		24,913,882
12/1/08	24,913,882		622,847	(622,847)	-	-	24,913,882
6/1/09	24,913,882		622,847	(622,847)	-		24,913,882
12/1/09	24,913,882		622,847	(622,847)	-	-	24,913,882
6/1/10	24,913,882		622,847	(622,847)	-		24,913,882
12/1/10	24,913,882		622,847	(622,847)	-	-	24,913,882
6/1/11	24,913,882		622,847	(622,847)	-		24,913,882
12/1/11	24,913,882		622,847	(622,847)	-	-	24,913,882
6/1/12	24,913,882		622,847	(622,847)	-		24,913,882
12/1/12	24,913,882		622,847	(622,847)	-	-	24,913,882
6/1/13	24,913,882		622,847	-	(622,847)		24,913,882
12/1/13	24,913,882		622,847	-	(622,847)	(1,245,694)	24,913,882
6/1/14	24,913,882		622,847	-	(622,847)		24,913,882
12/1/14	24,913,882		622,847	-	(622,847)	(1,245,694)	24,913,882
6/1/15	24,913,882		622,847	-	(622,847)		24,913,882
12/1/15	24,913,882		622,847	-	(622,847)	(1,245,694)	24,913,882
6/1/16	24,913,882		622,847	-	(622,847)		24,913,882
12/1/16	24,913,882		622,847	-	(622,847)	(1,245,694)	24,913,882
6/1/17	24,913,882		622,847	-	(622,847)		24,913,882
12/1/17	24,913,882		622,847	-	(622,847)	(1,245,694)	24,913,882
6/1/18	24,913,882		622,847	-	(622,847)		24,913,882
12/1/18	24,913,882		622,847	-	(622,847)	(1,245,694)	24,913,882
6/1/19	24,913,882		622,847	-	(622,847)		24,913,882
12/1/19	24,913,882		622,847	-	(622,847)	(1,245,694)	24,913,882
6/1/20	24,913,882		622,847	-	(622,847)		24,913,882
12/1/20	24,913,882		622,847	-	(622,847)	(1,245,694)	24,913,882
6/1/21	24,913,882		622,847	-	(622,847)		24,913,882
12/1/21	24,913,882		622,847	-	(622,847)	(1,245,694)	24,913,882
6/1/22	24,913,882		622,847	-	(622,847)		24,913,882
12/1/22	24,913,882		622,847	-	(622,847)	(1,245,694)	24,913,882
6/1/23	24,913,882		622,847	-	(622,847)		24,913,882
12/1/23	24,913,882		622,847	-	(622,847)	(1,245,694)	24,913,882
6/1/24	24,913,882		622,847	-	(622,847)		24,913,882
12/1/24	24,913,882		622,847	-	(622,847)	(1,245,694)	24,913,882
6/1/25	24,913,882		622,847	-	(622,847)		24,913,882
12/1/25	24,913,882		622,847	-	(622,847)	(1,245,694)	24,913,882
6/1/26	24,913,882		622,847	-	(622,847)		24,913,882
12/1/26	24,913,882		622,847	-	(622,847)	(1,245,694)	24,913,882
6/1/27	24,913,882		622,847	-	(622,847)		24,913,882
12/1/27	24,913,882		622,847	-	(622,847)	(1,245,694)	24,913,882
6/1/28	24,913,882		622,847	-	(622,847)		24,913,882
12/1/28	24,913,882		622,847	-	(622,847)	(1,245,694)	24,913,882
6/1/29	24,913,882		622,847	-	(622,847)		24,913,882
12/1/29	24,913,882		622,847	-	(622,847)	(1,245,694)	24,913,882
6/1/30	24,913,882		622,847	-	(622,847)		24,913,882
12/1/30	24,913,882		622,847	-	(622,847)	(1,245,694)	24,913,882
6/1/31	24,913,882		622,847	-	(622,847)		24,913,882
12/1/31	24,913,882		622,847	-	(622,847)	(1,245,694)	24,913,882
6/1/32	24,913,882		622,847	-	(622,847)		24,913,882
12/1/32	24,913,882		622,847	-	(622,847)	(1,245,694)	24,913,882
6/1/33	24,913,882		622,847	-	(622,847)		24,913,882
12/1/33	24,913,882		622,847	-	(622,847)	(1,245,694)	24,913,882
6/1/34	24,913,882		622,847	-	(622,847)		24,913,882
12/1/34	24,913,882		622,847	-	(622,847)	(1,245,694)	24,913,882
6/1/35	24,913,882		622,847	-	(622,847)		24,913,882
12/1/35	24,913,882		622,847	-	(622,847)	(1,245,694)	24,913,882
6/1/36	24,913,882		622,847	-	(622,847)		24,913,882
12/1/36	24,913,882		622,847	-	(622,847)	(1,245,694)	24,913,882
6/1/37	24,913,882		622,847	-	(622,847)		24,913,882
12/1/37	24,913,882		622,847	-	(622,847)	(1,245,694)	24,913,882
6/1/38	24,913,882		622,847	-	(622,847)		24,913,882
12/1/38	24,913,882		622,847	-	(622,847)	(1,245,694)	24,913,882
6/1/39	24,913,882		622,847	-	(622,847)		24,913,882
12/1/39	24,913,882		622,847	-	(622,847)	(1,245,694)	24,913,882
6/1/40	24,913,882		622,847	-	(622,847)		24,913,882
12/1/40	24,913,882		622,847	-	(622,847)	(1,245,694)	24,913,882

**Knik Arm Bridge and Toll Authority
Proforma Plan of Finance**

TAXABLE DEBT SERVICE RESERVE FUND

Date	Beginning Balance	Deposits	Interest 5.000%	Export to Capl. Fund	Export to Revenue Fund	Ann. Export to Revenue Fund	Ending Balance
6/1/41	24,913,882		622,847	-	(622,847)		24,913,882
12/1/41	24,913,882		622,847	-	(622,847)	(1,245,694)	24,913,882
6/1/42	24,913,882		622,847	-	(622,847)		24,913,882
12/1/42	24,913,882		622,847	-	(622,847)	(1,245,694)	24,913,882
6/1/43	24,913,882		622,847	-	(622,847)		24,913,882
12/1/43	24,913,882		622,847	-	(622,847)	(1,245,694)	24,913,882
6/1/44	24,913,882		622,847	-	(622,847)		24,913,882
12/1/44	24,913,882		622,847	-	(622,847)	(1,245,694)	24,913,882
6/1/45	24,913,882		622,847	-	(622,847)		24,913,882
12/1/45	24,913,882		622,847	-	(622,847)	(1,245,694)	24,913,882
6/1/46	24,913,882		622,847	-	(622,847)		24,913,882
12/1/46	24,913,882		622,847	-	(622,847)	(1,245,694)	24,913,882
6/1/47	24,913,882		622,847	-	(622,847)		24,913,882
12/1/47	24,913,882		622,847	-	(622,847)	(1,245,694)	24,913,882
6/1/48	24,913,882		622,847	-	(622,847)		24,913,882
12/1/48	24,913,882		622,847	-	(622,847)	(1,245,694)	24,913,882
6/1/49	24,913,882		622,847	-	(622,847)		24,913,882
12/1/49	24,913,882		622,847	-	(622,847)	(1,245,694)	24,913,882
6/1/50	24,913,882		622,847	-	(622,847)		24,913,882
12/1/50	24,913,882		622,847	-	(622,847)	(1,245,694)	24,913,882
6/1/51	24,913,882		622,847	-	(622,847)		24,913,882
12/1/51	24,913,882		622,847	-	(622,847)	(1,245,694)	24,913,882
6/1/52	24,913,882		622,847	-	(622,847)		24,913,882
12/1/52	24,913,882		622,847	-	(25,536,729)	(26,159,576)	-

	24,913,882	55,742,889	(5,915,125)	(74,741,647)	(74,741,647)
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**Knik Arm Bridge and Toll Authority
Proforma Plan of Finance**

TIFIA DEBT SCHEDULE

Date	Notional Value	Principal/ Maturity Value	Yield	Interest	Interest Paid	Ongoing TIFIA Servicing Fee	Total TIFIA DS	Annual Total TIFIA Payments	Ending Balance
3/1/08	156,081,263								
6/1/08	156,081,263		4.980%	1,943,212	-		-	-	158,024,475
12/1/08	158,024,475	-	4.980%	3,934,809	-	11,000	-	-	161,970,284
6/1/09	161,970,284		4.805%	3,891,336	-		-	-	165,861,620
12/1/09	165,861,620	-	4.805%	3,984,825	-	11,000	-	-	169,857,446
6/1/10	169,857,446		4.813%	4,087,195	-		-	-	173,944,641
12/1/10	173,944,641	-	4.813%	4,185,543	-	11,000	-	-	178,141,184
6/1/11	178,141,184		4.845%	4,315,470	-		-	-	182,456,654
12/1/11	182,456,654	-	4.845%	4,420,012	-	11,000	-	-	186,887,666
6/1/12	186,887,666		4.885%	4,564,731	-		-	-	191,452,397
12/1/12	191,452,397	100,000	4.885%	4,676,225	4,676,225	11,000	4,787,225	4,787,225	191,352,397
6/1/13	191,352,397		4.915%	4,702,485	4,702,485		4,702,485		191,352,397
12/1/13	191,352,397	100,000	4.915%	4,702,485	4,702,485	11,000	4,813,485	9,515,970	191,252,397
6/1/14	191,252,397		4.955%	4,738,278	4,738,278		4,738,278		191,252,397
12/1/14	191,252,397	100,000	4.955%	4,738,278	4,738,278	11,000	4,849,278	9,587,556	191,152,397
6/1/15	191,152,397		4.995%	4,774,031	4,774,031		4,774,031		191,152,397
12/1/15	191,152,397	100,000	4.995%	4,774,031	4,774,031	11,000	4,885,031	9,659,062	191,052,397
6/1/16	191,052,397		5.035%	4,809,744	4,809,744		4,809,744		191,052,397
12/1/16	191,052,397	100,000	5.035%	4,809,744	4,809,744	11,000	4,920,744	9,730,488	190,952,397
6/1/17	190,952,397		5.060%	4,831,096	4,831,096		4,831,096		190,952,397
12/1/17	190,952,397	100,000	5.060%	4,831,096	4,831,096	11,000	4,942,096	9,773,191	190,852,397
6/1/18	190,852,397		5.110%	4,876,279	4,876,279		4,876,279		190,852,397
12/1/18	190,852,397	100,000	5.110%	4,876,279	4,876,279	11,000	4,987,279	9,863,558	190,752,397
6/1/19	190,752,397		5.180%	4,940,487	4,940,487		4,940,487		190,752,397
12/1/19	190,752,397	100,000	5.180%	4,940,487	4,940,487	11,000	5,051,487	9,991,974	190,652,397
6/1/20	190,652,397		5.230%	4,985,560	4,985,560		4,985,560		190,652,397
12/1/20	190,652,397	100,000	5.230%	4,985,560	4,985,560	11,000	5,096,560	10,082,120	190,552,397
6/1/21	190,552,397		5.260%	5,011,528	5,011,528		5,011,528		190,552,397
12/1/21	190,552,397	100,000	5.260%	5,011,528	5,011,528	11,000	5,122,528	10,134,056	190,452,397
6/1/22	190,452,397		5.280%	5,027,943	5,027,943		5,027,943		190,452,397
12/1/22	190,452,397	100,000	5.280%	5,027,943	5,027,943	11,000	5,138,943	10,166,887	190,352,397
6/1/23	190,352,397		5.290%	5,034,821	5,034,821		5,034,821		190,352,397
12/1/23	190,352,397	100,000	5.290%	5,034,821	5,034,821	11,000	5,145,821	10,180,642	190,252,397
6/1/24	190,252,397		5.290%	5,032,176	5,032,176		5,032,176		190,252,397
12/1/24	190,252,397	100,000	5.290%	5,032,176	5,032,176	11,000	5,143,176	10,175,352	190,152,397
6/1/25	190,152,397		5.290%	5,029,531	5,029,531		5,029,531		190,152,397
12/1/25	190,152,397	100,000	5.290%	5,029,531	5,029,531	11,000	5,140,531	10,170,062	190,052,397
6/1/26	190,052,397		5.290%	5,026,886	5,026,886		5,026,886		190,052,397
12/1/26	190,052,397	100,000	5.290%	5,026,886	5,026,886	11,000	5,137,886	10,164,772	189,952,397
6/1/27	189,952,397		5.290%	5,024,241	5,024,241		5,024,241		189,952,397
12/1/27	189,952,397	100,000	5.290%	5,024,241	5,024,241	11,000	5,135,241	10,159,482	189,852,397
6/1/28	189,852,397		5.280%	5,012,103	5,012,103		5,012,103		189,852,397
12/1/28	189,852,397	100,000	5.280%	5,012,103	5,012,103	11,000	5,123,103	10,135,207	189,752,397
6/1/29	189,752,397		5.270%	4,999,976	4,999,976		4,999,976		189,752,397
12/1/29	189,752,397	100,000	5.270%	4,999,976	4,999,976	11,000	5,110,976	10,110,951	189,652,397
6/1/30	189,652,397		5.270%	4,997,341	4,997,341		4,997,341		189,652,397
12/1/30	189,652,397	100,000	5.270%	4,997,341	4,997,341	11,000	5,108,341	10,105,681	189,552,397
6/1/31	189,552,397		5.260%	4,985,228	4,985,228		4,985,228		189,552,397
12/1/31	189,552,397	100,000	5.260%	4,985,228	4,985,228	11,000	5,096,228	10,081,456	189,452,397
6/1/32	189,452,397		5.250%	4,973,125	4,973,125		4,973,125		189,452,397
12/1/32	189,452,397	100,000	5.250%	4,973,125	4,973,125	11,000	5,084,125	10,057,251	189,352,397
6/1/33	189,352,397		5.240%	4,961,033	4,961,033		4,961,033		189,352,397
12/1/33	189,352,397	100,000	5.240%	4,961,033	4,961,033	11,000	5,072,033	10,033,066	189,252,397
6/1/34	189,252,397		5.230%	4,948,950	4,948,950		4,948,950		189,252,397
12/1/34	189,252,397	100,000	5.230%	4,948,950	4,948,950	11,000	5,059,950	10,008,900	189,152,397
6/1/35	189,152,397		5.230%	4,946,335	4,946,335		4,946,335		189,152,397
12/1/35	189,152,397	100,000	5.230%	4,946,335	4,946,335	11,000	5,057,335	10,003,670	189,052,397
6/1/36	189,052,397		5.220%	4,934,268	4,934,268		4,934,268		189,052,397
12/1/36	189,052,397	100,000	5.220%	4,934,268	4,934,268	11,000	5,045,268	9,979,535	188,952,397
6/1/37	188,952,397		5.210%	4,922,210	4,922,210		4,922,210		188,952,397
12/1/37	188,952,397	100,000	5.210%	4,922,210	4,922,210	11,000	5,033,210	9,955,420	188,852,397
6/1/38	188,852,397		5.210%	4,919,605	4,919,605		4,919,605		188,852,397
12/1/38	188,852,397	100,000	5.210%	4,919,605	4,919,605	11,000	5,030,605	9,950,210	188,752,397
6/1/39	188,752,397		5.210%	4,917,000	4,917,000		4,917,000		188,752,397
12/1/39	188,752,397	100,000	5.210%	4,917,000	4,917,000	11,000	5,028,000	9,945,000	188,652,397
6/1/40	188,652,397		5.210%	4,914,395	4,914,395		4,914,395		188,652,397
12/1/40	188,652,397	100,000	5.210%	4,914,395	4,914,395	11,000	5,025,395	9,939,790	188,552,397

**Knik Arm Bridge and Toll Authority
Proforma Plan of Finance**

TIFIA DEBT SCHEDULE

Date	Notional Value	Principal/ Maturity Value	Yield	Interest	Interest Paid	Ongoing TIFIA Servicing Fee	Total TIFIA DS	Annual Total TIFIA Payments	Ending Balance
6/1/41	188,552,397		5.210%	4,911,790	4,911,790		4,911,790		188,552,397
12/1/41	188,552,397	51,614,954	5.210%	4,911,790	4,911,790	11,000	56,537,744	61,449,534	136,937,443
6/1/42	136,937,443		5.210%	3,567,220	3,567,220		3,567,220		136,937,443
12/1/42	136,937,443	22,319,010	5.210%	3,567,220	3,567,220	11,000	25,897,230	29,464,451	114,618,433
6/1/43	114,618,433		5.210%	2,985,810	2,985,810		2,985,810		114,618,433
12/1/43	114,618,433	24,688,503	5.210%	2,985,810	2,985,810	11,000	27,685,313	30,671,124	89,929,930
6/1/44	89,929,930		5.210%	2,342,675	2,342,675		2,342,675		89,929,930
12/1/44	89,929,930	27,218,006	5.210%	2,342,675	2,342,675	11,000	29,571,681	31,914,355	62,711,924
6/1/45	62,711,924		5.210%	1,633,646	1,633,646		1,633,646		62,711,924
12/1/45	62,711,924	29,916,888	5.210%	1,633,646	1,633,646	11,000	31,561,534	33,195,179	32,795,036
6/1/46	32,795,036		5.210%	854,311	854,311		854,311		32,795,036
12/1/46	32,795,036	32,795,036	5.210%	854,311	854,311	11,000	33,660,347	34,514,657	(0)
6/1/47	(0)								
12/1/47									
6/1/48									
12/1/48									
6/1/49									
12/1/49									
6/1/50									
12/1/50									
6/1/51									
12/1/51									
6/1/52									
12/1/52									

	191,452,397	349,147,572	313,820,438	429,000	505,657,835	505,657,835
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