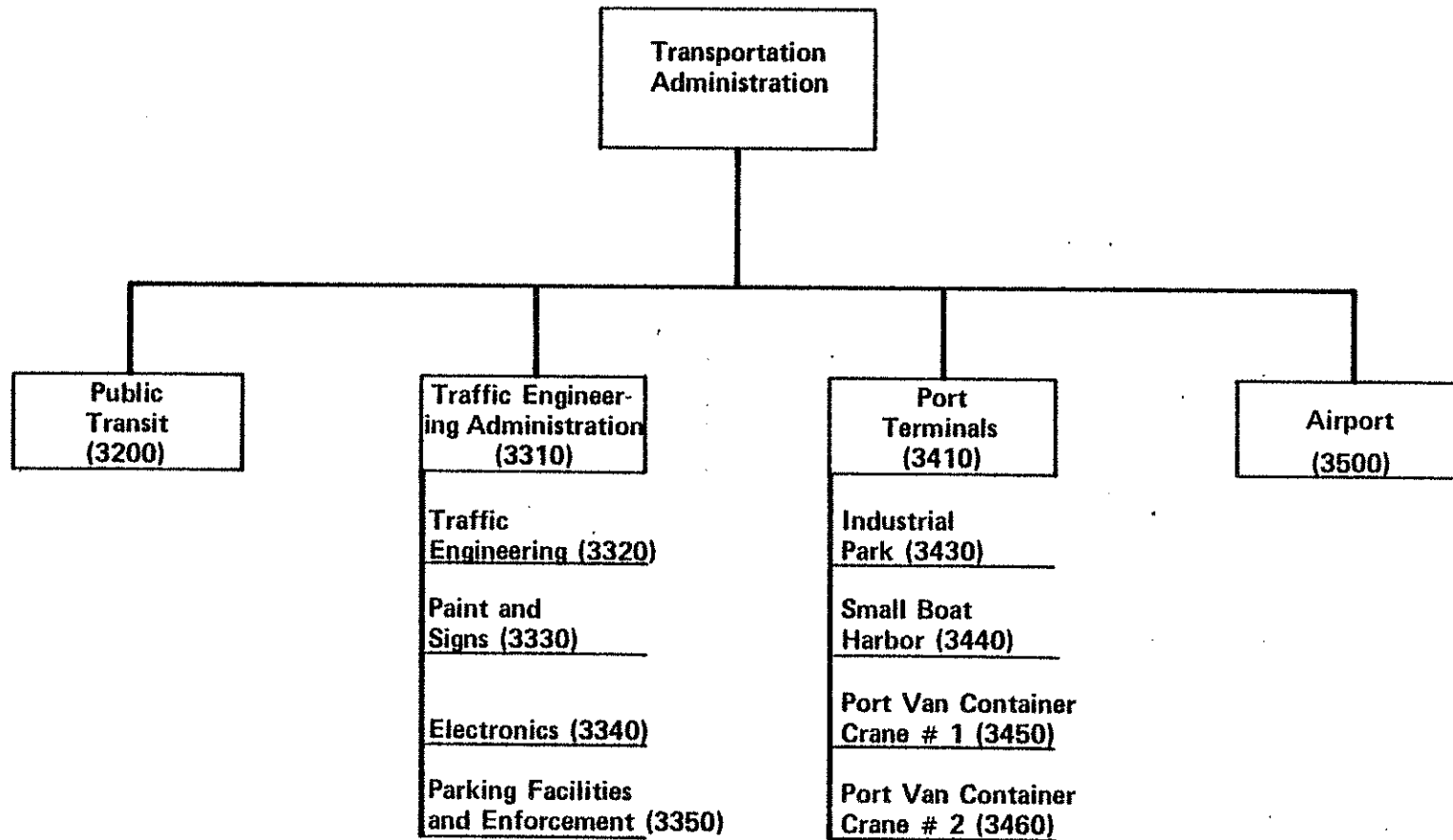


ORGANIZATION CHART

Transportation Department



DEPT. Transportation		MAJOR OBJECTIVES FOR 1977	MAJOR OBJECTIVES FOR 1978	MAJOR PROGRAM CHANGES FOR 1978
CODE	BUDGET UNIT			
3200	Transit Division	<p>During 1977 the Municipality of Anchorage will provide scheduled Mass Transit Service to the Anchorage public covering 24,000 miles per week.</p> <p>During 1977 the Municipality of Anchorage will reduce maintenance contract work by 50% as measured by the General Foreman's estimate of in-house capabilities.</p> <p>During 1977 the Municipality of Anchorage will insure an 85% in-service capability as measured by manufacturer's maintenance schedules.</p>	<p>During 1978 the Municipality of Anchorage will provide scheduled Mass Transit Service to the Anchorage public covering 35,000 miles per week.</p> <p>During 1978 the Municipality of Anchorage will insure, as far as possible, a planned 91% in-service capability for the entire bus fleet as measured by manufacturers' maintenance schedule.</p> <p>During 1978 the Anchorage public transit system will reduce the frequency of transit vehicle repairs 10% by having on-going scheduled driver training sessions and sending maintenance personnel to an advanced Diesel Engine and Transmission Maintenance School at a prescribed factory school.</p>	<p>Increase in routes. Increase in vehicles. Increase in personnel.</p> <p>Increase in in-service capability of fleet Reduction in number of repairs.</p> <p>Driver training. Maintenance training. Safety training.</p>
3310	Traffic Administration	<p>Provide management direction to Traffic Engineering Administration.</p> <p>Investigate and respond to communications.</p> <p>Provide information to AMATS Technical Committee.</p>	<p>Provide management direction to Traffic Engineering Administration.</p> <p>Timely response to communications requiring investigation.</p> <p>Direct work programs toward achieving AMATS objectives.</p>	<p>Leadership and management was nonexistent the first half of 1977. Division was organized in latter 1977, reporting was initiated and objectives were determined. Reorganization will occur for 1978 to more effectively meet our objectives and to measure our efficiency.</p> <p>In 1977, letters were not recorded and frequently lost. In 1978, all communications will be recorded, a suspense file will be established and response will be required within 30 days.</p> <p>In 1978, the Traffic Engineer will be a voting member of the AMATS Technical Committee.</p>
3320	Traffic Engineering	<p>Provide for Public Safety through traffic signals, street lights and communications.</p>	<p>Increase public safety through better traffic signals, street lights and communications.</p>	<p>Construct and improve traffic signals in 1978. Establish records of street light types and location, and change out obsolete heads. Prepare designs and establish records for communications networks.</p>

DEPT. Transportation		MAJOR OBJECTIVES FOR 1977	MAJOR OBJECTIVES FOR 1978	MAJOR PROGRAM CHANGES FOR 1978
CODE	BUDGET UNIT			
3320	Traffic Engineering (Cont.)	<p>Improve traffic flow.</p> <p>Keep count and file accident statistics manually in file drawers.</p> <p>No studies were conducted.</p>	<p>Improve traffic flow.</p> <p>Collect meaningful data and establish computer managed data records systems.</p> <p>Analyze the environmental impacts of new traffic generators in regard to traffic.</p>	<p>For 1978, signal timing programs will be studied in depth to reduce delay and congestion. Confusing intersections will be redesigned and traffic will be more channelized at more locations and eliminate accidents.</p> <p>No usable system of data management exists for 1977. No reporting techniques are available to analyze and compare traffic statistics.</p> <p>Approximately 5 will be analyzed in 1978.</p>
3330	Paint & Signs	<p>Replace regulatory and warning signs as soon as possible.</p> <p>Paint streets within 60 days of break up.</p>	<p>Replace regulatory and warning signs on same day as knocked down.</p> <p>Paint streets within 45 days of break up.</p>	<p>An emergency repair truck will be provided in 1978 to respond by radio to knock downs.</p> <p>In 1978, additional help is requested to fulfill State contract for guardrails. After break up, all will be assigned to paint streets.</p>
3340	Electronics Section	<p>Upgrade traffic signals to provide better control and meet federal requirements.</p> <p>Maintain and patch Cit-Borough System.</p> <p>Maintain existing fire alarm system.</p>	<p>Upgrade traffic signals to provide better control and meet federal requirements.</p> <p>Install new Fire Communications Center.</p> <p>Modify existing radio fire alarm and install new master receiver.</p>	<p>In 1977, 4 modifications were completed. In 1978, 8 locations will be improved.</p> <p>In 1978, a new console with superior versatility will be installed and maintained.</p> <p>New equipment will be installed and maintained. Existing fire alarms will be modified.</p>
3350	Parking Facilities	<p>Routine maintenance of existing meters.</p> <p>Install new parking meters.</p>	<p>Routine maintenance of existing meters.</p> <p>Install new parking meters.</p>	<p>More parking meters will be maintained during 1978 with a better breakdown response time.</p> <p>In 1977, 50 new parking meters were installed. In 1978, 150 new meters will be installed in an expanded area.</p>
3410	Port Terminal	<p>Ensure that dock facility is operational at least 95% of required time.</p> <p>Schedule placement of vessels to reduce ship delays to less than 1% per year.</p>	<p>Ensure that dock facility is operational at least 95% of required time.</p> <p>Schedule placement of vessels to reduce ship delays to less than 1% per year.</p>	<p>Addition of 180 feet of wharf will require additional snow removal, sanding, and other maintenance.</p> <p>Increase in general cargo and decrease in liquid cargo will require slightly different scheduling techniques.</p>
3430	Port Terminal Park	<p>Lease 97% of available Port Industrial Park area.</p>	<p>Lease 97% of available Port Industrial Park area.</p>	<p>No change</p>
3440	Small Boat Harbor	<p>Provide minor maintenance and surveillance.</p>	<p>Provide minor maintenance and surveillance.</p>	<p>No change</p>

DEPT. Transportation		MAJOR OBJECTIVES FOR 1977	MAJOR OBJECTIVES FOR 1978	MAJOR PROGRAM CHANGES FOR 1978
CODE	BUDGET UNIT			
3500	Airport	<p>React to all natural conditions that require maintenance to assure that Merrill Field is operational at all times.</p> <p>Plan for future growth of Merrill Field facilities.</p>	<p>React to all natural conditions that require maintenance to assure that Merrill Field is operational at all times.</p> <p>Continue present and initiate new planning programs that will provide adequate facilities for the growing aviation demand.</p>	<p>No change in planned operations. The winter of 1978 may not be as mild as in 1977 requiring additional snow removal.</p> <p>The Airport Divisions will become more involved in area-wide aviation planning by co-sponsoring with the State Division of Aviation a Municipal System Plan.</p>

DEPT.	Unit No.	DIV.	Unit No.	SEC.	Unit No.	
Transportation	3000	Public Transit	3200			
PERFORMANCE INDICATORS						
OBJECTIVES	DESCRIPTION	Work-load	Efficiency	Effectiveness	1977	1978
1. Provide increased scheduled mass transit service to the Anchorage public	# of system miles per week	X			24,635	35,000
	# of transit vehicles	X			28	37
	# of personnel	X			89	114
2. Insure a 91% inservice capability for the entire bus fleet.	# of operational units on line	X			24	34
	% of total units on line		X		85%	91%
3. Reduce frequency of repairs to transit vehicles by 10%	# of repair orders	X			165	200
	% of repairs reduced		X			10%
	# enrolled in driver training	X				86
	# enrolled in maintenance training	X				4

EVIDENCE DEMONSTRATING THE NEED FOR THIS LEVEL OF SERVICE:

In 1972 the voters of the former Greater Anchorage Area Borough approved the concept of mass transit for the Anchorage citizenry on an areawide basis. Since 1972 there has been public interest in mass transit services for the total community and since 1974 concern for improved and expanded service to the main urban population centers. This has been epitomized by the efforts of the Anchorage Public Transit Advisory Board, who have requested increased levels of service. Present daily ridership for the Transit System is approximately 6,000 people trips, but in relationship to the total Municipal population of 200,103 this number represents only a small percentage of peoples served despite the growth of public transit in 1972 from a one bus operation to the present fleet of 28 buses. With the growth in population and bus service, the public has demanded an ever increasing level of performance of bus shedule reliability.

CHANGES FROM CURRENT OPERATIONS:

The current level of service for the Anchorage Public Transit consists of 13 routes, operated with 28 buses, and requiring 60 drivers and 14 maintenance personnel. The new level of service will provide a fleet of 37 buses and require 88 drivers and 17 maintenance personnel.

SUMMARY OF PLAN FOR ACCOMPLISHING OBJECTIVES:

1. Provide mass transit service
2. Provide inservice capability
3. Reduction of repairs to transit vehicles.

DEPT.	Unit No.	DIV.	Unit No.	SEC.	Unit No.	
Transportation	3000	Traffic Engineering	3300	Administration	3310	
PERFORMANCE INDICATORS						
OBJECTIVES	DESCRIPTION	Work-load	Effi-ency	Effec-tiveness	1977	1978
1. Provide management direction to Traffic Engineering sections 2. Respond to all communications requiring investigation within 30 days 3. Anchorage Metropolitan Area Transportation Study Planning Programs management. 4. Regulate private transportation carriers	# of weekly supervisors meetings	X			20	52
	# of monthly reports reviewed	X			12	48
	# of communications requiring investigation	X			240	300
	% answered in 30 days			X	60%	90%
	# of AMATS sessions attended	X			20	36
	# of work program objectives completed			X	8	8
	# of chauffeurs licenses issued and renewed	X			1,350	1,650
	# of Taxi Permits	X			146	146
	# of Commission meetings conducted	X			18	15

EVIDENCE DEMONSTRATING THE NEED FOR THIS LEVEL OF SERVICE:

By Municipal ordinances and regulations, Traffic Engineering is held responsible for signs, signals and markings; bus stops and routing; pedestrian crossings, private development as it effects the movement of traffic. As a public service and safety oriented division, Traffic Engineering receives input from the public, federal, state and Municipal entities and private industry on a daily basis. Timely response to their requests and complaints is a direct reflection on the quality of Municipal government and often involves Municipal liability and public safety. Future transportation planning is dictated through AMATS, for which the Traffic Engineer sits as a member of the 3 person technical committee. Traffic Engineering enforces regulations enacted through the Transportation Commission for private transportation protection.

CHANGES FROM CURRENT OPERATIONS:

Traffic Engineering Administration is a separate budget unit for the first time in 1978. Under new direction, this unit will attempt to meet exploding population and vehicle demands through better management, increased efficiency, minimal personnel expansion and closer citizen involvement to answer Anchorage's traffic needs in serving the best interest of the public.

SUMMARY OF PLAN FOR ACCOMPLISHING OBJECTIVES:

OBJECTIVE:

TASK:

- | | |
|---|---|
| 1. Provide management support to sections | Review monthly section reports, hold weekly staff meetings and direct project supervisors.
Establish work priorities, furnish engineering and clerical support, organize operations. |
| 2. Communication response in 30 days | Record correspondence, assign investigative responsibility and initiate follow-up.
Provide clerical support, review findings and insure response within 30 days. |
| 3. Participate in AMATS planning | Attend all AMATS sessions, manage planning programs through Technical Committee responsibility, analyze information and make committee decisions. |
| 4. Regulate private carriers | Enforce Transportation Commission regulations through inspection, licensing and surveillance. |

DEPT.	Unit No.	DIV.	Unit No.	SEC.	Unit No.	
Transportation	3000	Traffic Engineering	3300	Engineering	3320	
PERFORMANCE INDICATORS						
OBJECTIVES	DESCRIPTION	Work-load	Efficiency	Effectiveness	1977	1978
1. Increase public safety with traffic signals, street lights and radio communications	# of signals installed	X			3	4
	# of street lights installed	X			20	25
	# of mobile radio installations	X			200	200
2. Provide traffic signing	# of sign work orders issued	X			1,000	1,000
3. Improve traffic flow	# of investigations	X			240	300
	# of plans reviewed	X			2,000	2,000
	# of raised channelization projects	X			2	4
4. Establish computer managed records and data statistics	# of programs developed	X				6
	# of reports generated					20
5. Fund additional safety projects through federal grants	# of grants applied for	X			3	6
	% of grants implemented			X	73%	67%
6. Increased Central Business District parking	# of on and off street spaces	X			4,260	5,000
	% parking fund self-sufficiency			X	70%	80%
7. New development environmental impact	# of improvements analyzed	X				5

EVIDENCE DEMONSTRATING THE NEED FOR THIS LEVEL OF SERVICE:

Anchorage population has increased 40% since 1972. Vehicles registration has doubled since 1972. Accidents have increased in correspondence with more people, more vehicles and greater congestion. Travel times have increased because of more congestion and longer trip lengths resulting in capacity deficient streets and poorer air quality. More public communications must be investigated and addressed than ever before. Economic development continues at a greater pace than ever before requiring environmental impact analysis. More miles of highways exist than ever before. Municipal liability has escalated due to serious traffic accidents by a factor of 3. Traffic Code specifies responsibilities required of the Traffic Engineer.

CHANGES FROM CURRENT OPERATIONS:

Traffic Engineering is reorganized to establish a planning and design section, a systems and survey section and an operations section. Two (2) draftspersons are proposed to provide drafting support and 2 additional technicians are needed for data collection. Computer Systems Development will provide necessary data reports to support improvement projects and measure effectiveness. New traffic generators will be studied and addressed.

SUMMARY OF PLAN FOR ACCOMPLISHING OBJECTIVES:

OBJECTIVE:	TASK:
1. Increase public safety with traffic signals, street lights and radio communications	Investigate requests, review plans, perform studies, analyze data and determine need for improvements.
2. Provide traffic signing	Write specifications, request bids and administer contracts for traffic improvement projects.
3. Improve traffic flow	Write work orders to shops for installation and maintenance of traffic control devices.
4. Establish computer managed records and data statistics	Design computer data file systems to organize collected data into meaningful reports.
5. Fund additional safety projects through grants	Research grants availability and appropriateness for needed project request and implement grants received.
6. Increase Central Business District parking	Install parking meters, revise charges to increase efficiency of space usage.
7. New development environment impact	Calculate, assign and distribute vehicle trips to existing roadway facilities. Analyze volume/capacity ratios.

DEPT. Transportation	Unit No. 3000	DIV. Traffic Engineering	Unit No. 3300	SEC. Paint & Signs	Unit No. 3330
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OBJECTIVES	DESCRIPTION	PERFORMANCE INDICATORS				1977	1978
		Work load	Efficiency	Effectiveness			
1. Manufacture signs for adequate inventory	# of signs made	X				1,800	2,200
2. Replace regulatory and warning signs on same day as knocked down	% of signs replaced same day			X		70%	100%
	# of signs replaced	X				600	650
3. Provide street line and crosswalk paint within 45 days of break up	# of days required for painting			X		60	45
	# of crosswalks painted	X				450	450
4. Repair and install guardrail	# of guardrail projects completed	X				10	20

EVIDENCE DEMONSTRATING THE NEED FOR THIS LEVEL OF SERVICE:

The Paint and Sign Shop responds to approximately 1,200 orders for new sign installations and removals each year; nearly 600 replacements of damaged signs and nearly 1,800 signs are manufactured each year. In addition, they paint approximately 220 crosswalks in the Municipality and are contracted to paint nearly 260 crosswalks for the State. The State contract for the first time, requires that we maintain guardrails on more than 16 miles of State highways. Guardrails are also installed and maintained in the Municipality.

CHANGES FROM CURRENT OPERATIONS:

Area of coverage and number of installations/repairs increased. Performing sign, paint and guardrail maintenance for the State Highway Department under a street maintenance contract. During 1978, installing emergency guide signs in entire Anchorage area. Three new Traffic Control Technician I are proposed and additional summer temporary help to cover increased demands.

SUMMARY OF PLAN FOR ACCOMPLISHING OBJECTIVES:

OBJECTIVES	TASKS:
1. Manufacture signs	Project needs and control sign blanks and material inventory to aid manufacture in advance of needs.
2. Replace damaged signs on same day	Provide permanent sign crew and emergency call out list. Equip truck for handling emergency calls and dispatch promptly.
3. Paint street within 45 days	Layout early, provide temporary summer help. Ensure that material is available and paint equipment to have ready by April 1, 1978.
4. Repair and install guardrail	Provide personnel, material and equipment. Other than emergency repairs, done after street marking completed.

DEPT. Transportation	Unit No. 3000	DIV. Traffic Engineering	Unit No. 3300	SEC. Electronics	Unit No. 3340
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OBJECTIVES	DESCRIPTION	PERFORMANCE INDICATORS				1977	1978
		Work load	Efficiency	Effectiveness			
1. Provide efficient radio maintenance by repairing 100% of all radios within 5 working days of request.	% of radios repaired same day			X		75%	75%
	% of radios repaired within 5 working days			X		80%	100%
2. Install new fire communications center	# of alarm boxes maintained	X				1500	1600
	% completed by Dec. 31, 1978			X			100%
3. Respond to all requests for fire alarm maintenance within same day	% of same day response			X		95%	100%
	# of boxes maintained	X				260	260
4. Modify radio fire alarm systems and install new master receiver	# of boxes reporting			X		160	100
	% of Master receivers installed			X			100%
5. Maintain one-half (1/2) hour response to traffic signal trouble calls	Average response time in minutes			X		45	30
	Average response time in minutes			X		45	30
6. Upgrade traffic signals to meet federal standards	# of projects completed	X				4	8

EVIDENCE DEMONSTRATING THE NEED FOR THIS LEVEL OF SERVICE:

Response to emergency situations requires clear, concise and dependable communications. Rapid radio repair of all radio units is necessary to maintain this service. Merger of the City-Borough systems has provided 2 communications systems which are not wholly compatible. Delays in message transmission are encountered and maintenance of the present system is extensive.

Liability laws require emergency response to traffic signal malfunctions.

Fire alarm systems of City and Borough are outmoded and incompatible.

Industrial and commercial fire alarm boxes must be upgraded in order to maintain good insurance underwriters ratings.

CHANGES FROM CURRENT OPERATIONS:

Technicians work will become more specialized and efficient. During 1978, fire alarms will require additional support to mesh two systems of different manufacture into one that is reliable and efficient. Radio and traffic signal maintenance will become more efficient through improved testing methods and shop space revisions.

SUMMARY OF PLAN FOR ACCOMPLISHING OBJECTIVES:

OBJECTIVE:

1. & Efficient radio maintenance
3. Faster fire alarm trouble response
5. 30 minute traffic signal problem response
2. & Install new fire communications center
4. Modify fire alarm boxes and install new Master radio receiver
6. Upgrade signals to conform to federal standards

TASK:

- Maximize shop space and upgrade test equipment to increase productivity.
- Reorganization will free men from clerical and administrative activities. Necessary repair parts will be available through better inventory control. Stand-by duty will be initiated for 24 hour emergency coverage.
- Determine AFD needs, investigate available equipment, write specifications and request bids, install and test new communications center and Master fire alarm radio receiver.
- Find deficiencies, plan revisions, purchase material and make necessary improvements.

DEPT.	Unit No.	DIV.	Unit No.	SEC.	Unit No.	
Transportation	3001	Traffic Engineering	3301	Parking Facilities	3350	
PERFORMANCE INDICATORS						
OBJECTIVES	DESCRIPTION	Work load	Efficiency	Effectiveness	1977	1978
1. Repair or replace all faulty meters on the same day as trouble reported.	% repaired on same day			X	95	100%
2. Provide routine maintenance to minimize field problems.	# of meters maintained % meters/field failure	X		X	3,200 6%	3,350 5%
3. Install 150 new meters for additional short-time parking.	# of meters installed	X			50	150

EVIDENCE DEMONSTRATING THE NEED FOR THIS LEVEL OF SERVICE:

A heavy demand exists for parking in the Central Business District, both for long time commuter parkers and for short time shopping parkers. Programs must be established for supplying both demands with the limited space available. These programs rely on parking meters to regulate space availability and to generate funds for the provisions of more space in or about the Central Business District. Maintenance of meters has a direct effect on the viability of these programs.

CHANGES FROM CURRENT OPERATIONS:

The 1978 proposed budget maintains the current level of service with more emphasis on repair response and expanded meter areas.

SUMMARY OF PLAN FOR ACCOMPLISHING OBJECTIVES:

OBJECTIVES:

1. Repair or replace faulty meters on same day as trouble reported
2. Routine maintenance to minimize field problems.
3. Install new meters for additional short time parking.

TASK:

- Provide inventory control
- Dispatch repairmen in timely manner
- Schedule overhauls and installations
- Record all activities
- Installation of meters

DEPT. Transportation	Unit No. 3002	DIV. Port	Unit No. 3401	SEC. Terminals	Unit No. 3410
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OBJECTIVES	DESCRIPTION	PERFORMANCE INDICATORS			1977	1978
		Work-load	Efficiency	Effectiveness		
1. Ensure dock facility operational at least 95% of required time.	% of time dock is operational		X		95%	95%
2. Schedule placement of vessels to reduce ship delays to less than 1% per year.	% of ships delayed because of dock scheduling		X		1%	1%
3. Invoice 95% of Port charges within five working days from receipt of manifest	% of invoices unbilled after 5 days		X		5%	5%
4. Provide 24-hour coverage of Port facilities.	% of hours unattended		X		0%	0%

EVIDENCE DEMONSTRATING THE NEED FOR THIS LEVEL OF SERVICE:

- 1,2. Movement of over 2,000,000 tons of water-borne general and petroleum cargoes into Anchorage requires an efficient operational marine terminal.
3. Port operating revenues are estimated to exceed \$2,000,000. Prompt invoicing will result in accelerated cash flow.
4. Surveillance of 87.5 acres of cargo staging and Industrial Park areas is required to reduce theft vandalism and increase safety and security.

CHANGES FROM CURRENT OPERATIONS:

Addition of 180' of wharf will require additional snow removal, sanding, etc.

SUMMARY OF PLAN FOR ACCOMPLISHING OBJECTIVES:

OBJECTIVE	TASK
1. Ensure dock operational	Remove snow Sand Sprinkle Perform maintenance
2. Efficient placement of vessels	Maintain carrier contact Issue weekly berthing schedule
3. Invoice Port charges	Collect related data
4. Provide 24-hour coverage	Schedule security and maintenance personnel

DEPT. Transportation	Unit No. 3003	DIV. Port	Unit No. 3402	SEC. Industrial Park	Unit No. 3420
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OBJECTIVES	DESCRIPTION	PERFORMANCE INDICATORS				1977	1978
		Work load	Effi. cency	Effec. tiveness			
Lease 97% of available Port Industrial Park area.	% of total area leased # of acres	X		X		93% 58	97% 62

EVIDENCE DEMONSTRATING THE NEED FOR THIS LEVEL OF SERVICE:

Warehousing, staging and storage areas are required by carriers of waterborne commerce.

CHANGES FROM CURRENT OPERATIONS:

None

SUMMARY OF PLAN FOR ACCOMPLISHING OBJECTIVES:

OBJECTIVE

Lease Industrial Park area

TASK

Evaluate leesee need
Evaluate potential lessees possible contribution to Port
Recommend rate

DEPT. Transportation	Unit No. 3003	DIV. Port	Unit No. 3402	SEC. Small Boat Harbor	Unit No. 3430
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OBJECTIVES	DESCRIPTION	PERFORMANCE INDICATORS				1977	1978
		Work-load	Efficiency	Frequency	Effectiveness		
Provide minor maintenance and surveillance	# of boats utilizing facility	X				150	150

EVIDENCE DEMONSTRATING THE NEED FOR THIS LEVEL OF SERVICE:

Boat launching facility is necessary to provide small boats with access to Cook Inlet.

CHANGES FROM CURRENT OPERATIONS:

None

SUMMARY OF PLAN FOR ACCOMPLISHING OBJECTIVES:

<u>OBJECTIVE</u>	<u>TASK</u>
Provide maintenance and surveillance	Install and remove floats annually Routinely patrol area daily

DEPT.	Unit No.	DIV.	Unit No.	SEC.	Unit No.	
Transportation	3100	Airport	3500			
PERFORMANCE INDICATORS						
OBJECTIVES	DESCRIPTION	Work load	Efficiency	Effectiveness	1977	1978
1. Address all administrative and managerial responsibilities to assure an operational and functional airport	# of operations	X			320,000 est	350,000 est
	# aircraft parking areas	X			600	600
	2. React to all natural conditions that require maintenance to assure that Merrill Field is operational at all times.	Cost per operation		X		1.05
	Cost per acre (240)		X		1,400.00	
	Time airport is not operational			X	12 hr	-0-
3. Continue present and initiate new planning programs that will provide adequate facilities for the growing aviation demand.	% completion of Master Plan			X	50%	100%
	% completion of System Plan			X	10%	70%

EVIDENCE DEMONSTRATING THE NEED FOR THIS LEVEL OF SERVICE:

Growing general aviation demand in the Anchorage area.
Short supply of aircraft tiedown facilities and increased operation activity.

CHANGES FROM CURRENT OPERATIONS:

The Airport Division will become more involved in areawide aviation planning by co-sponsoring with the State Division of Aviation a Municipal System Plan.

SUMMARY OF PLAN FOR ACCOMPLISHING OBJECTIVES:

Increase communication between government agencies responsible for providing airport facilities in the Anchorage area, i.e., State Division of Aviation, AMATS, F.A.A.