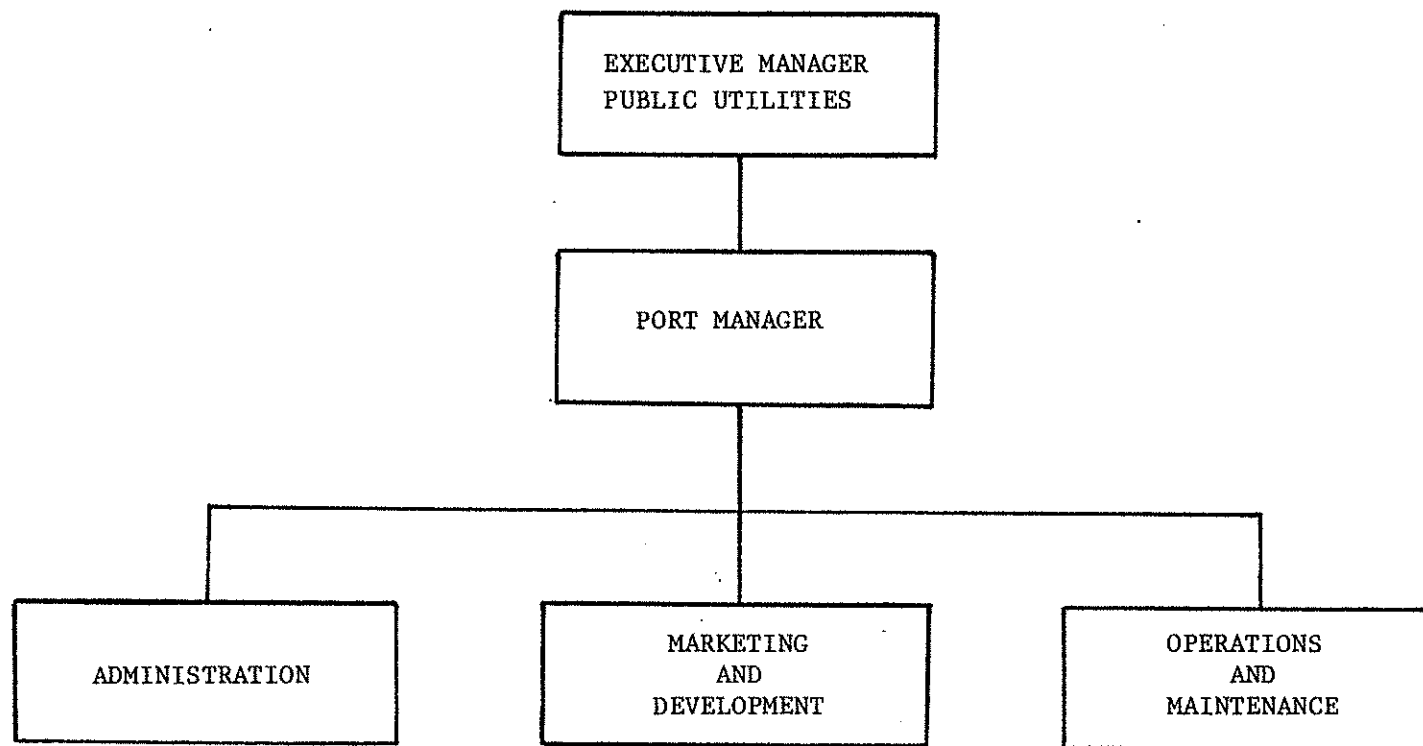


Department	Unit No.	Division	Unit No.	Section	Unit No.
PUBLIC UTILITIES	8000	PORT OF ANCHORAGE	8970		



Department	Unit No.	Division	Unit No.	Section	Unit No.
PUBLIC UTILITIES	8000	PORT OF ANCHORAGE	8970		

MISSION AND GOALS

The Port of Anchorage is the northernmost deep draft harbor in the United States. It facilitates low cost marine shipping into Anchorage, reducing the cost of living and doing business in Anchorage and throughout Southcentral Alaska.

Port location caused Anchorage's founding in 1915 when the Alaska Engineering Commission chose Anchorage as its supply and headquarters point for the Alaska Railroad. After 45 years of watching Anchorage-bound freight arrive via rail from the Railroad's Port of Seward, the citizens of Anchorage voted to bond themselves for \$8 million to fund the Port of Anchorage in direct competition with the Alaska Railroad.

Since Terminal No. 1 was constructed in 1961 the Port facility has been expanded to include four terminals and a 100-acre industrial park. In 1981 the Port of Anchorage handled over 1.6 million tons of containerized, petroleum, breakbulk and dry bulk cargoes.

The Port of Anchorage was an agency of the City of Anchorage until after unification of the City and the Greater Anchorage Area Borough. In 1975 it was brought under the Municipal Department of Transportation and given division status. In 1982 the Port joined the Public Utilities Group and was given agency standing.

The Port is managed by the Port Director who reports to the Executive Manager, Public Utilities. The assignment of an Assistant Port Director gradually has freed the Marketing and Development Manager from administrative duties and enabled the development and execution of a Port promotion and marketing program.

Port operations and rates are governed by a tariff promulgated by the Anchorage Port Commission and approved by the Federal Maritime Commission and Municipal Assembly. The members of the Anchorage Port Commission are appointed by the Mayor and confirmed by the Assembly.

To support existing and projected cargo movement through the Port, new cargo staging area must be developed. Port lands are presently fully utilized. Sea-Land and Totem Ocean Trailer Express (TOTE) both project significant increases in tonnage and Port utilization in coming years. Without staging area for these two major carriers and other Port users, the Port's utility to carriers is drastically reduced. The Port's two-phase Port Marketing and Development Plan identifies land as the greatest need at the Port. Implementing the plan's recommendations in land development is the Port's top priority.

Department	Unit No.	Division	Unit No.	Section	Unit No.
PUBLIC UTILITIES	8000	PORT OF ANCHORAGE	8970		
1983 BUSINESS ISSUES					
I. LAND - 20-37 acres of added staging area required.					
A. Alaska Railroad transfer property issues					
B. Dual Port strategy - new port for industry, exports					
C. Intermodal transfer facility					
II. RATES - 1983 evaluation.					
A. Preferential Usage Agreements					
B. Tariff rates					
C. Land leases					
III. MARKETING - protect market share, build support.					
A. Increase local, regional, legislative awareness					
B. Become identified as port for Homer, Kenai, Fairbanks					
C. Initiate Outside marketing program					
D. Generate backhaul					
E. Market Petroleum Dock modifications					
IV. DREDGING - annual \$1 million expense - user fees expected.					
A. Monitor Congressional activity through American Association of Port Authorities					
B. Prepare to bear portion of this burden					

MUNICIPALITY OF ANCHORAGE

PAGE 790

Department	Unit No.	Division	Unit No.	Section	Unit No.
PUBLIC UTILITIES	8000	PORT OF ANCHORAGE	8970		

PORT OF ANCHORAGE					
SUMMARY STATEMENT OF REVENUE AND EXPENSE					
		1982	1983	1983	
		<u>PROFORMA</u>	<u>PROPOSED</u>	<u>ADOPTED</u>	
OPERATING REVENUE		\$ 3,534,370	\$ 3,596,620	\$ 3,596,620	
OPERATING EXPENSE		<u>2,664,510</u>	<u>2,826,200</u>	<u>2,807,430</u>	
OPERATING INCOME		869,860	770,420	789,190	
NON-OPERATING REVENUE		1,273,480	1,268,390	1,268,390	
NON-OPERATING EXPENSE		<u>738,420</u>	<u>696,600</u>	<u>696,600</u>	
NON-OPERATING INCOME		535,060	571,790	571,790	
NET INCOME		\$ 1,404,920	\$ 1,342,210	1,360,980	
<u>RECONCILIATION</u>					
NET INCOME REGULATORY		\$ 1,404,920	\$ 1,342,210	1,360,980	
LESS: DEPRECIATION OF CONTRIBUTED PLANT		<u>435,400</u>	<u>447,900</u>	<u>447,900</u>	
NET INCOME FOR GOVERNMENT FINANCIAL REPORTING		<u>\$ 969,520</u>	<u>\$ 894,310</u>	<u>913,080</u>	

MUNICIPALITY OF ANCHORAGE

PAGE 791

Department	Unit No.	Division	Unit No.	Section	Unit No.
PUBLIC UTILITIES	8000	PORT OF ANCHORAGE	8970		
MUNICIPALITY OF ANCHORAGE FINANCIAL DATA					
LINE ITEM DESCRIPTION	1981	1982	1983	1983	
	ACTUAL	PRO-FORMA	PROPOSED	ADOPTED	
<u>STATEMENT OF REVENUE AND EXPENSE</u>					
<u>OPERATING REVENUE</u>					
Dock Revenue	2,576,177	2,588,200	2,624,100	2,624,100	
Gantry Crane Revenue	27,720	30,000	40,000	40,000	
Industrial Park Leases	582,313	916,170	932,520	932,520	
Other Operating Revenue	11,339	-0-	-0-	-0-	
TOTAL OPERATING REVENUE	3,197,549	3,534,370	3,596,620	3,596,620	
<u>OPERATING EXPENSE</u>					
Personal Services	674,138	810,080	921,500	921,500	
Supplies	72,135	152,600	107,660	107,660	
Other Services and Charges	527,739	764,610	877,220	877,220	
Franchise Tax	52,057	66,470	-0-	-0-	
Charges From Other Departments	225,085	217,710	232,820	214,050	
Depreciation, Non-Contributed Plant	576,927	653,040	687,000	687,000	
*TOTAL OPERATING EXPENSE	2,128,081	2,664,510	2,826,200	2,807,430	
OPERATING INCOME	1,069,468	869,860	770,420	789,190	
* Depreciation of Contributed Plant Not Included					

MUNICIPALITY OF ANCHORAGE

PAGE 792

Department	Unit No.	Division	Unit No.	Section	Unit No.
PUBLIC UTILITIES	8000	PORT OF ANCHORAGE	8970		
MUNICIPALITY OF ANCHORAGE FINANCIAL DATA					
LINE ITEM DESCRIPTION	1981	1982	1983	1983	
	ACTUAL	PRO-FORMA	PROPOSED	ADOPTED	
<u>NON-OPERATING REVENUE</u>					
Container Crane Leaseback	73,935	71,560	68,990	68,990	
Trestle Leaseback	57,802	66,920	64,400	64,400	
Interest Earned	998,010	1,015,000	1,015,000	1,015,000	
Right-of-Way Fees	119,267	120,000	120,000	120,000	
Other Non-Operating Revenue	28,643	-0-	-0-	-0-	
TOTAL NON-OPERATING REVENUE	1,277,657	1,273,480	1,268,390	1,268,390	
<u>NON-OPERATING EXPENSE</u>					
Interest on Long Term Debt	765,115	738,420	696,600	696,600	
TOTAL NON-OPERATING EXPENSE	765,115	738,420	696,600	696,600	
NON-OPERATING INCOME	512,542	535,060	571,790	571,790	
NET INCOME	1,582,010	1,404,920	1,342,210	1,360,980	
<u>RECONCILIATION</u>					
NET INCOME REGULATORY	1,582,010	1,404,920	1,342,210	1,360,980	
LESS: DEPRECIATION OF CONTRIBUTED PLANT	385,402	435,400	447,900	447,900	
NET INCOME FOR GOVERNMENT FINANCIAL REPORTING	1,196,608	969,520	894,310	913,080	

MUNICIPALITY OF ANCHORAGE

PAGE 793

PAGE 793

Department	Unit No.	Division	Unit No.	Section	Unit No.
PUBLIC UTILITIES	8000	PORT OF ANCHORAGE	8970		
MUNICIPALITY OF ANCHORAGE FINANCIAL DATA					
LINE ITEM DESCRIPTION	1981 ACTUAL	1982 PRO-FORMA	1983	1983	
			PROPOSED	ADOPTED	
<u>STATEMENT OF CHANGES IN FUND EQUITY</u>					
Balance January 1,	19,735,075	22,261,824	23,980,640	23,980,640	
Net Income (Loss)	1,196,608	969,520	894,310	913,080	
Contributions Received	<u>1,330,141</u>	<u>749,296</u>	<u>4,800,000</u>	<u>4,800,000</u>	
Balance December 31,	<u>22,261,824</u>	<u>23,980,640</u>	<u>29,674,950</u>	<u>29,693,720</u>	
Detail of Fund Equity:					
Retained Earnings	10,613,755	12,018,675	13,360,885	13,379,655	
Contributed Capital	<u>11,648,069</u>	<u>11,961,965</u>	<u>16,314,065</u>	<u>16,314,065</u>	
Total Fund Equity December 31	<u>22,261,824</u>	<u>23,980,640</u>	<u>29,674,950</u>	<u>29,693,720</u>	

MUNICIPALITY OF ANCHORAGE

Department PUBLIC UTILITIES	Unit No. 8000	Division PORT OF ANCHORAGE	Unit No. 8970	Section	Unit No.
MUNICIPALITY OF ANCHORAGE FINANCIAL DATA					
LINE ITEM DESCRIPTION	1981 ACTUAL	1982 PRO-FORMA	1983	1983	
			PROPOSED	ADOPTED	
STATEMENT OF SOURCES AND USES OF CASH FUNDS					
SOURCES OF CASH FUNDS:					
Net Income (Loss)	1,196,608	969,520	894,310	913,080	
Depreciation	962,329	1,088,440	1,134,900	1,134,900	
Grants	1,330,141	749,296	4,800,000	4,800,000	
Other	450,709	140,230	145,321	145,321	
Total Sources of Cash Funds	3,939,787	2,947,486	6,974,531	6,993,301	
USES OF CASH FUNDS:					
Additions to Plant	1,002,329	1,486,703	6,219,503	6,219,503	
Bond Principal Payment	715,950	781,761	884,262	884,262	
Total Uses of Cash Funds	1,718,279	2,268,464	7,103,765	7,103,765	
Net Increase (Decrease) in Cash Funds	2,221,508	679,022	(129,234)	(110,464)	
Cash Balance January 1,	5,621,121	7,842,629	8,521,651	8,521,651	
Cash Balance December 31,	7,842,629	8,521,651	8,392,417	8,411,187	
DETAIL OF CASH BALANCE:					
Equity in General Cash Pool	4,865,528	4,825,957	5,812,226	5,830,996	
Equity in Construction Cash Pool	2,977,101	3,695,694	2,580,191	2,580,191	
Total Cash Balance Dember 31,	7,842,629	8,521,651	8,392,417	8,411,187	

MUNICIPALITY OF ANCHORAGE

PAGE 795

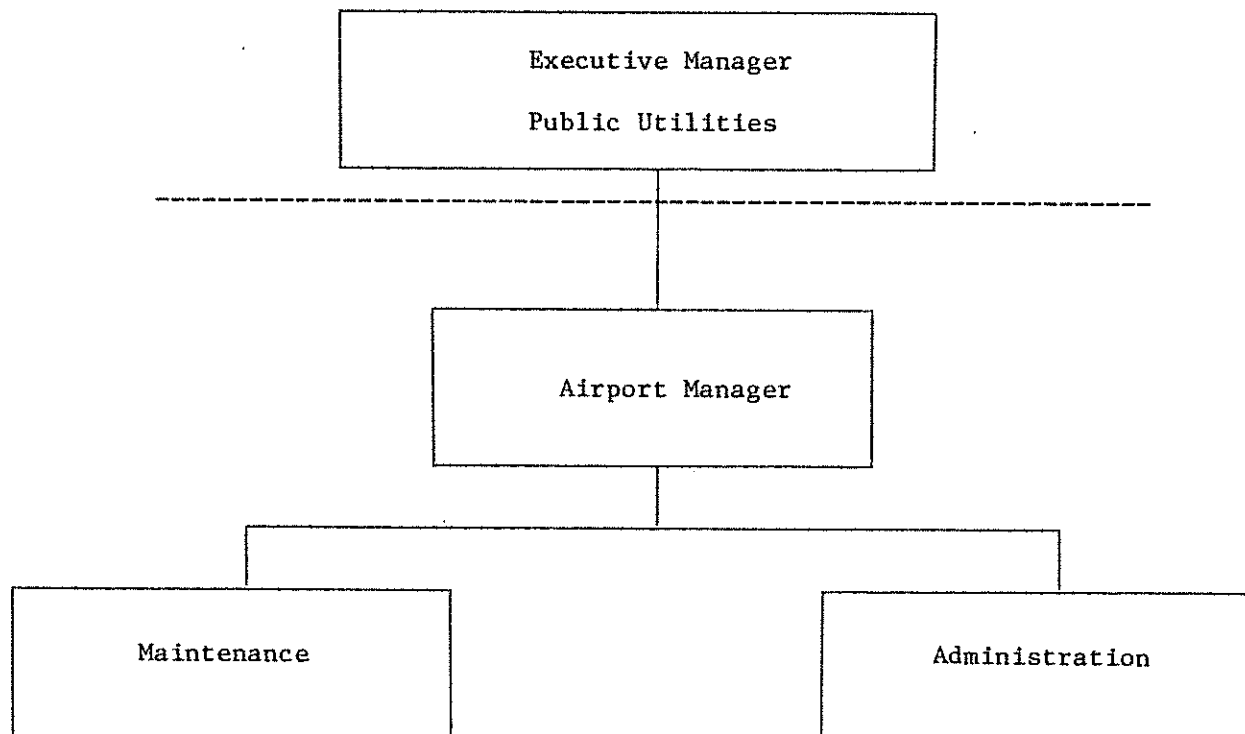
Department	Unit No.	Division	Unit No.	Section	Unit No.
PUBLIC UTILITIES	8000	PORT OF ANCHORAGE	8970		
MUNICIPALITY OF ANCHORAGE FINANCIAL DATA					
LINE ITEM DESCRIPTION	1981 ACTUAL	1982 PRO-FORMA	1983	1983	
			PROPOSED	ADOPTED	
<u>TONNAGE SUMMARY</u>					
<u>Commodity</u>					
General Cargo	1,260,844	1,302,940	1,328,000	1,328,000	
Bulk, Dry	28,870	31,470	31,470	31,470	
Bulk, Liquid (petroleum)	365,997	278,580	278,580	278,580	
Total Tonnage	1,655,711	1,612,990	1,638,050	1,638,050	
Annual % of Increase (Decrease)	(6%)	(3%)	2%	2%	
<u>Revenue Generated by Commodity</u>					
Wharfage/Service Charge: General Cargo	2,291,102	2,373,900	2,411,800	2,411,800	
Wharfage: Petroleum, Bulk	183,012	140,700	140,700	140,700	
Wharfage: Dry, Bulk	31,499	20,000	20,000	20,000	
Other	98,287	83,600	91,600	91,600	
Total Dock Revenue	2,603,900	2,618,200	2,664,100	2,664,100	
Annual % of Increase (Decrease)	12%	1%	2%	2%	

MUNICIPALITY OF ANCHORAGE

PAGE 796

Department	Unit No.	Division	Unit No.	Section	Unit No.
PUBLIC UTILITIES	8000	PORT OF ANCHORAGE	8970		
PERSONNEL RESOURCES	RANGE & STEP	BUDGET			
			PROPOSED	ADOPTED	
Port Manager	E-1	1	1	1	
Special Administrative Assistant	E-1	2	2	2	
Senior Accountant	14-N	1	1	1	
Office Associate	9-N	1	1	1	
Accounting Clerk II	9-A	1	1	1	
Port Operations and Maintenance Superintendent	16-N	1	1	1	
Port Maintenance Foreman (Working)	24-JCC(F)	1	1	1	
Port Maintenance Journeyman	21-JCC(F)	4	4	4	
Port Maintenance Man II	17-JCC(F)	1	1	1	
Port Maintenance Man I	15-JCC(F)	<u>4</u>	<u>4</u>	<u>4</u>	
Totals		17	17	17	

Department	Unit No.	Division	Unit No.	Section	Unit No.
Public Utilities	8000	Merrill Field	8980		



Department	Unit No.	Division	Unit No.	Section	Unit No.
Public Utilities	8000	Merrill Field	8980		

MISSION AND GOALS

Merrill Field Municipal Airport is an extremely active and important General Aviation facility located in the heart of downtown Anchorage. One out of every three landings or take-offs that occurs in Alaska at an airport with a control tower, is at Merrill Field.

Among 431 Airports with control towers Merrill Field was the 30th busiest airport in the United States in 1981. With over 315,000 flight operations a year, an operation (landing or take off) occurs every 40 seconds during the busy summer season. Over 900 aircraft are based at Merrill Field. Currently, the Municipality provides 250 permanent aircraft tiedowns, and 44 transient aircraft tiedowns for approximately 2000 annual users.

In mid 1922 as aviation activity throughout the State began to take a prominent role in transportation due to Alaska's vast land areas, action was taken to set aside land for an airport in Anchorage. Construction of the airport known as "Aviation Field" was completed in August 1929. On April 2, 1930 by resolution of the City Council "Aviation Field" was named Merrill Field in honor of the late Russell Hyde Merrill who lost his life operating from this facility in late 1929. Relocation of all aircraft from the City Park Strip to Merrill Field occurred in 1931.

The Airport Division was reorganized under the Department of Transportation in 1975. Prior to that time Merrill Field was managed by the Municipal Engineer and Public Works. The Merrill Field Master Plan which was completed and adopted by the Assembly in 1979, is the source of policy guidance for the development and management of the Airport. Merrill Field became an agency of Public Utilities in March 1982, and is under the management control of the Executive Manager, Public Utilities.

The 1982 Airport Capital Improvement Program which is funded by Grants under the Federal Aviation Administration Airport Development Aid Program (ADAP) has been deferred due to the expiration of Federal Enabling Legislation. Land purchases in the approach zone south of 15th Avenue previously funded under the FAA ADAP are currently in progress.

Under the assumption that the U.S. Congress will again pass FAA ADAP enabling legislation, deferred airport capital project include construction of tiedown apron E-3, widen taxiway B and realign taxiway links, overlay taxiway A, E-1 and apron E-2, and reconstruct apron E-4 (the transient parking area).

The primary goal of the airport is to safely operate, maintain and develop Merrill Field in accordance with the Merrill Field Master Plan. Our objective is to satisfy aviation demand, while being compatible with the environment and meeting community needs.

Department	Unit No.	Division	Unit No.	Section	Unit No.
Public Utilities	8000	Merrill Field	8980		

BUSINESS ISSUES

- A. Airport Capital Improvement Program funding for 1983 is uncertain. The four billion dollars in the FAA ADAP trust fund requires enabling legislation by Congress before funds can be distributed.
- B. General revenue increases are required to maintain a sound financial basis and fund future airport improvements. Recommended rate increases will produce approximately 19% additional revenue for 1983.
- C. The "Industrial Slum" appearance of Merrill Field must be changed into one of an "Airpark". The new scenic park on the corner of 5th Avenue and Airport Heights Road is the latest in a series of improvements planned to substantially upgrade the appearance of the Airport.