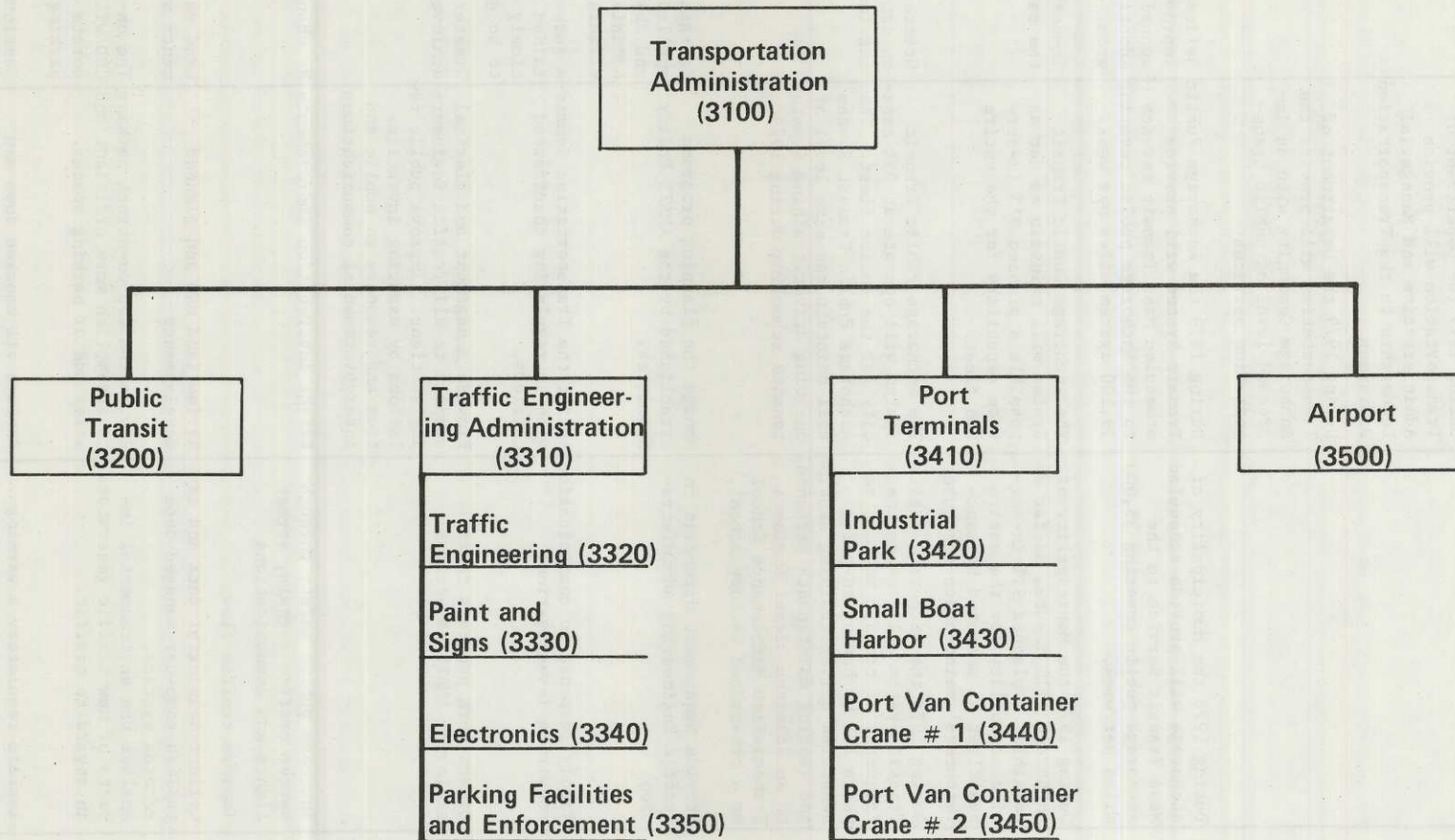


ORGANIZATION CHART

Transportation Department



DEPT Transportation		MAJOR OBJECTIVES FOR 1978	MAJOR OBJECTIVES FOR 1979	MAJOR PROGRAM CHANGES FOR 1979
CODE	BUDGET UNIT			
3100	Transportation Administration		<p>During 1979 the Department of Transportation will provide Administrative and Managerial Leadership to the Transportation Divisions.</p> <p>During 1979 the Department of Transportation will provide the Anchorage Community with an increased level of public transportation services</p>	
3200	Transit Division	<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 & Transmission Maintenance School at a prescribed factory school.</p>	<p>During 1979 the Anchorage Public Transit System will provide scheduled Mass Transit service to the Anchorage public covering 39,100 system miles per week.</p> <p>The Anchorage Public Transit System will maintain as far as possible a planned 91% in-service capability for the entire bus fleet.</p> <p>The Anchorage Public Transit System will operate at 85% capacity for the entire fleet. The Anchorage Public Transit System will maintain the same level of on-going driver training & maintenance schooling during 1979</p>	<p>Refinement of route structure Improved scheduling of personnel. Adoption of a Marketing Program.</p> <p>In-service capability remains the same.</p> <p>Greater emphasis to be placed on driver training and schooling for maintenance personnel.</p>
3310	Traffic Administration	<p>Provide management direction to Traffic Engineering Administration</p> <p>Timely response to communication requiring investigation.</p> <p>Direct work programs toward achieving AMATS objectives</p>	<p>Manage the planning programs established by the AMATS Policy Committee.</p> <p>Assist the Transportation Commission in regulating chauffeured carriers.</p> <p>Provide management and clerical support to all Traffic Engineering sections. Improve public relations by assuring investigation and response to public and intergovernmental communications</p>	<p>Reorganizational refinements spelled out in improved goals and objectives will enable the Administration to manage more efficiently.</p> <p>A suspense file is being maintained which will enable more timely and accurate responses to be given.</p> <p>Greater efficiency to be achieved for on-street parking</p>
3320	Traffic Engineering	<p>Increase public safety through better traffic signals, street lights and communications</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>Effect intersection improvements</p> <p>Review land use and planned developments</p> <p>Revise the CBD on-street parking to accomplish more efficient and safer use of parking spaces.</p>	<p>No change</p> <p>Land use and planned developments will be given a priority.</p> <p>The on-street parking in the CBD will be revised to incorporate more efficient use of parking spaces.</p>
3330	Paint and Signs	<p>Replace regulatory & warning signs on same day as knocked down.</p> <p>Paint streets within 45 days of break up.</p>	<p>Replace all knocked down and damaged regulatory and warning signs.</p> <p>Replace damaged guardrails and install new ones</p>	<p>Continuance of sign repair will continue, but a sign inventory will enable the program to replace the damaged signs more quickly.</p> <p>No change</p>

DEPT Transportation		MAJOR OBJECTIVES FOR 1978	MAJOR OBJECTIVES FOR 1979	MAJOR PROGRAM CHANGES FOR 1979
CODE	BUDGET UNIT			
3340	Electronics Section	Upgrade traffic signals to provide better control and meet Federal requirements Install new Fire Communications Center Modify existing radio fire alarm & install new master receiver.	Check out, repair and return 75% of all radios & electronic devices to users Respond to all Municipal Fire Alarm system malfunctions Assume operations & maintenance of area-wide microwave system for Phase I & II.	Operation & maintenance of area-wide microwave system will enable Phase I & II to be accomplished. Improvements in the efficiency of the electronics section will allow for a decrease in the number of personnel required to maintain services. Response time for repairing Fire Alarm system malfunctions will be improved.
3350	Parking Facilities	Routine maintenance of existing meters Install new parking meters.	Repair & replace faulty parking meters. Install new parking meters in expanded areas.	Repair and replacement of faulty parking meters will be accelerated. Additional parking meters will be installed in areas not presently encompassed in parking meter coverage plan.
3410	Port Terminal	Ensure that dock facility is operational at least 95% of required time. Schedule placement of vessels to reduce ship delays to less than 1%	Invoice a minimum of 95% port charges to shippers. Provide 24-hr security coverage of port Schedule placement of vessels to efficiently utilize available dock space.	24-hr security of port area will be maintained. No change
3420	Port Industrial Park	Lease 97% of available Port Industrial Park area.	Ensure that 95% of Port Industrial Park is leased by industries related to waterborne commerce.	Port Industrial Park to be utilized by industries related to waterborne commerce.
3430	Small Boat Harbor	Provide minor maintenance and surveillance.	Provide minor maintenance and surveillance support to the small boat harbor.	No change
3500	Airport	React to all natural conditions that require maintenance to assure that Merrill Field is operational at all times. Continue present & initiate new planning programs that will provide adequate facilities for the growing aviation demand.	Implement coordination of the airports major operation systems with maintenance & planning functions. Provide maximum utilization of airport personnel & equipment. Complete Merrill Field Master Plan and Upper Cook Inlet System plan.	Completion of Merrill Field Master Plan and the Upper Cook Inlet System Plan.

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DEPT.	Unit No.	DIV.	Unit No.	SEC.	Unit No.
Transportation	3000	Administration	3100		
PERFORMANCE INDICATORS					
OBJECTIVES	DESCRIPTION			1978	1979
	Work load	Efficiency	Effectiveness		
Provide administrative and managerial leadership for the various transportation divisions.			x		Weekly
			x		As needed
Provide the Anchorage community with an increased level of public transportation service.		x			Once per week

EVIDENCE DEMONSTRATING THE NEED FOR THIS LEVEL OF SERVICE:

The Anchorage Metropolitan Area Transportation Study (AMATS) technical committee and policy committee need a centralized spokesman and administrator for all elements of Municipal transportation. The Transportation Department (Administration) is necessary and logical as a focal point for coordinating the efforts of each division. This coordination will help achieve a unified transportation plan for the Anchorage community as set forth by the common needs of the Anchorage public.

CHANGES FROM CURRENT OPERATIONS:

During 1977, the position of Transportation Director remained unfilled. The staffing of this position along with a Secretary coupled with the assignment of a Principal Administrative Officer who will serve as an assistant to the Department Director will increase the effectiveness of this department.

SUMMARY OF PLAN FOR ACCOMPLISHING OBJECTIVES:

1. Hold weekly staff meetings.
2. Hold divisional meetings as necessary.
3. Attend and monitor divisional commission and board meetings.
4. Assist in researching and writing State and Federal grants.
5. Assist in budget preparations.

DEPT.	Unit No.	DIV.	work Program Statement For 1979				Page 118	
Transportation	3000	Public Transit	Unit No.	SEC.	Unit No.			
			3200					
OBJECTIVES			PERFORMANCE INDICATORS					
			DESCRIPTION	Work-load	Efficiency	Effectiveness	1978	1979
Provide scheduled Mass Transit service to the Anchorage public.			Number of system miles per week	x			27,692	30,000
			Number of Transit vehicles	x			37	37
			Number of personnel required	x			114	114
Maintain on-going driver training and scheduled schooling for maintenance personnel			Number of drivers available for training.		x		86	78
			Improved driver performance		x			
			Number of maintenance personnel in school		x		3	4
			Increased maintenance proficiency		x	x		
Insure a 91% in-service capability for the entire fleet.			Number of operational units on line.	x			34	34
			Percentage of total units on line		x		91	91
Operate at an 85% capacity for the entire fleet			Availability of vehicles	x			31	31

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 constant public pressure for Mass Transit services for the total community and since 1974 increased demand from the public for improved and expanded service to the main urban population centers. This has been epitomized by the never ending efforts of the Anchorage Public Transit Advisory Board and public efforts of the Operation Break-through Committee, who have called for increased levels of service through capital purchases financed by a bond proposal. Present daily ridership for the Transit System is approximately 6,000 people trips, but in relationship to the total Anchorage population of 220,950 this number represents only a small percentage of people served. With each increment of growth the public has demanded a higher level of service and reliability.

CHANGES FROM CURRENT OPERATIONS: The current level of service for the Anchorage Public Transit System consists of 14 routes which requires 27 operational buses. Held in reserve are 10 operational buses and 3 inactive buses.

SUMMARY OF PLAN FOR ACCOMPLISHING OBJECTIVES:

1. Provide increased level of Mass Transit service
2. Provide on-going training for personnel
3. Provide in-service capability
4. Maintain same level of Transit vehicle repair standards.

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DEPT.	Unit No.	DIV.	Unit No.	SEC.	Unit No.			
Transportation	3000	Traffic Engineering	3300	Administration	3310			
OBJECTIVES			PERFORMANCE INDICATORS					
			DESCRIPTION	Work-load	Efficiency	Effectiveness	1978	1979
1. Provide management direction to Traffic Engineering Sections.			Weekly supervisors meetings.	X			40	52
			Monthly reports reviewed.	X			48	48
2. Communications requiring investigation and response.			Number of communications received requiring investigation.	X			480	600
			Percentage answered in 30 days.			X	80	90%
3. Anchorage Metropolitan Area Transportation Study Planning Programs management.			Number of AMATS sessions attended.	X			36	36
			Work program objectives completed.	X			4	4
4. Regulate private transportation carriers.			Number of chauffers licenses issued and renewed.	X			1,200	1,300
			Number of Taxi Permits.	X			146	146
			Commission meetings held.			X	18	18
			Corrective action taken	X			N/A	20
			Number of vehicles inspected	X			250	300

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, and 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 three-man Technical Committee. Traffic Engineering enforces regulations enacted through the Transportation Commission for private transportation protection.

CHANGES FROM CURRENT OPERATIONS:

Traffic Engineering Administration was a separate budget unit for the first time in 1978. In 1979, this unit will continue 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	PLAN
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.

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DEPT.	Unit No.	DIV.	Unit No.	SEC.	Page	120		
Transportation	3000	Traffic Engineering	3300	Engineering		Unit No. 3320		
OBJECTIVES			PERFORMANCE INDICATORS					
			DESCRIPTION	Work-load	Efficiency	Effectiveness	1978	1979
1. Increase capacity and safety of roadways through intersection improvements			Raised channelization projects.	x			4	6
			Traffic signal projects.	x			4	6
			Accident reduction after improvement.			x	N.A.	10%
			Capacity increase after improvement.			x	N.A.	15%
2. Provide accurate and timely data.			Acquire safety project grants.	x			3	4
			Traffic studies completed.				300	400
			Accident reports coded	x			8,000	10,000
			Establish computer information system.	x			-0-	1
3. Review land use and new developments.			Review building permits.	x			800	1,000
			Review zoning, vacancies, subdivisions.	x			550	650
4. Conform to federal signing requirements.			Perform traffic impact analysis.	x			3	5
			Number of sign install orders.	x			1,200	1,500
			Number of unwarranted signs removed.	x			200	300
			Number of meters relocated/released.	x			N/A	N/A
5. Revise parking spaces for greater efficiency.			Increase in meter revenue			x		10%
			Number of luminaires changed.	x			300	500
6. Reduce street lighting energy.			Reduction in utility charges.			x		10%

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:

More emphasis will be placed on data collection to provide accurate and timely information to initiate traffic improvements and measure their effectiveness. Productivity increases with present staffing will result in more projects being completed, better documentation, greater improvement in transportation planning, and community council citizen studies.

SUMMARY OF PLAN FOR ACCOMPLISHING OBJECTIVES:

OBJECTIVE	PLAN
1. Increase roadway capacity and safety through intersection improvements.	Develop prioritized list from data collected, design improvements, issue work orders, and administer contracts.
2. Provide accurate and timely data.	Install mini-computer studies, code and edit data, initiate meaningful and timely reports.
3. Review land use and new development.	Receive all applications dealing with ingress and egress, parking layout, and new building and roadway plans. Review and comment on traffic engineering requirements.
4. Conform to federal signing requirements.	Make traffic studies and investigate requests, insuring that existing or proposed signing complies to standards.
5. Revise parking spaces for greater efficiency.	From block card inventory and space utilization studies, design parking layout for maximum efficiency and safety.
6. Reduce street lighting energy.	Continue existing program to change mercury vapor luminaires to high pressure sodium through feasibility studies.

DEPT.	Unit No.	DIV.	Unit No.	SEC.	Unit No.
Transportation	3000	Traffic Engineering	3300	Paint and Signs	3330
PERFORMANCE INDICATORS					
OBJECTIVES	DESCRIPTION			1978	1979
	Work-load	Efficiency	Effectiveness		
1. Manufacture signs for adequate inventory.	Number of signs made.	X		2,200	2,500
2. Replace regulatory and warning signs on same day as knocked down.	Percentage of signs replaced same day.		X	90%	100%
	Number of signs replaced.	X		650	700
3. Provide street line and crosswalk paint within 45 days of break-up.	Days required for painting.		X	60	60
	Number of crosswalks painted.	X		450	480
4. Repair and install guardrail.	Guardrail projects completed.	X		15	15

EVIDENCE DEMONSTRATING THE NEED FOR THIS LEVEL OF SERVICE:

The Paint and Sign Shop responds to approximately 3,000 orders to new sign installations and removals each year including over 600 replacements of damaged signs and nearly 2,000 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 requires that we maintain guardrail and fencing on more than 16 miles of State highways. Guardrail is also installed and maintained in the Municipality.

CHANGES FROM CURRENT OPERATIONS:

During 1979, silk screening methods and equipment will be provided to reduce material costs and aid in inventory control. Standard regulatory and warning signs can be manufactured as required instead of estimating needs and placing large orders for anticipated sign face requirements. Crew specialization will result in more efficient utilization of personnel.

SUMMARY OF PLAN FOR ACCOMPLISHING OBJECTIVES:OBJECTIVESPLAN

- | | |
|---------------------------------------|--|
| 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 streets within 60 days. | Layout early, provide temporary summer help. Ensure that material is available and paint equipment ready by April 1, 1979. |
| 4. Repair and install guardrail. | Provide personnel, material, and equipment. Other than emergency repairs, done after street marking completed. |

DEPT.	Unit No.	DIV.	Unit No.	SEC.	Unit No.			
Transportation	3000	Traffic	3300	Electronics	3340			
OBJECTIVES			PERFORMANCE INDICATORS					
			DESCRIPTION	Work-load	Efficiency	Effectiveness	1978	1979
1. Provide efficient radio maintenance 2. Provide fast fire alarm maintenance response. 3. Turn on and operate Microwave System. 4. Provide fast traffic signal trouble response. 5. Provide better traffic detector and interconnect cable maintenance. 6. Increase section efficiency			Radios repaired same day. Radios repaired same week. Radios repaired within two weeks. Number of units maintained.	X		X X X	75% 85% 95%	75% 95% 99%

EVIDENCE DEMONSTRATING THE NEED FOR THIS LEVEL OF SERVICE:

- 1) Response to emergency situations requires dependable communications. Rapid radio repair is necessary to keep the efficiency of the crews up.
- 2) Fire alarm systems must be properly maintained to keep good insurance underwriters ratings for the Municipality.
- 3) Expansion of system is necessary for Public Service agencies to properly respond in wider areas of the Municipality.
- 4-5) Liability laws require emergency response and proper maintenance of traffic signal systems.

CHANGES FROM CURRENT OPERATIONS:

Five new microwave relay and police voting receiver systems will be incorporated into the radio systems maintained in order to get wider Public Safety communications. Implementation of a back-up truck and stand-by technician to provide better 24 hour response to signal, alarm, and maintenance functions. Technicians will be specialty trained and equipped to achieve higher productivity.

SUMMARY OF PLAN FOR ACCOMPLISHING OBJECTIVES:

Objective	Plan
1. Provide efficient radio maintenance.	A stand-by technician and mobile van will be provided.
2. Provide fast fire alarm response.	Test equipment and equipment spares will be upgraded.
3. Turn-on and operate microwave system.	Technicians will be more specialty trained.
4. Provide fast traffic signal trouble response.	A training program will be incorporated to better utilize lower level positions.
5. Provide better traffic detector and interconnect cable maintenance.	3 part-time positions will be replaced with 1 full-time to keep on-job trained people.
6. Reduce number of personnel in the Section.	More lower skill duties will be shuffled downward to relieve higher skilled technicians of duties outside their skill level

DEPT. Transportation	Unit No. 3001	DIV. Traffic Engineering	Unit No. 3301	SEC. Parking Facilities and Enforcement	Unit No. 3350			
OBJECTIVES			PERFORMANCE INDICATORS					
			DESCRIPTION	Work-load	Efficiency	Effectiveness	1978	1979
1. Repair or replace faulty meters on same day as trouble reported.			Percent repaired on same day.			X	95%	98%
2. Routine maintenance to minimize field problems			Number of meters maintained. Meters/field failure percent	X		X	3,200 5%	3,500 4%
3. Install new meter or change timing on existing meters to create additional short term parking.			Number of meters installed and timing mechanisms changed.	X			300	500

EVIDENCE DEMONSTRATING THE NEED FOR THIS LEVEL OF SERVICE:

A heavy demand exists for parking in the Central Business District, (CBD) 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 CBD. Maintenance of meters has a direct effect on the visibility of these programs.

CHANGES FROM CURRENT OPERATIONS:

The 1979 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.

PLAN

Provide inventory control.
Dispatch repairmen in timely manner.
Schedule overhauls and installations.
Record all activities.

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DEPT.	Unit No.	DIV.	Unit No.	SEC.	Unit No.		
Transportation	3002	Port	3400	Terminals	3410		
OBJECTIVES			PERFORMANCE INDICATORS				
			DESCRIPTION	Work-load	Efficiency	Effectiveness	1978
1. Ensure dock facility operational at least 96% of required time.			% of time dock is operational		X	95%	96%
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	95%	95%
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:

SUMMARY OF PLAN FOR ACCOMPLISHING OBJECTIVES:

ObjectiveTask

- | | |
|-----------------------------------|--|
| 1. Ensure dock operational | Remove snow
Sand
Dampen dust
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 |

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DEPT.	Unit No.	DIV.	Unit No.	SEC.	Unit No.	
Transportation	3002	Port	3400	Industrial Park	3420	
OBJECTIVES		PERFORMANCE INDICATORS				
		DESCRIPTION	Work-load	Efficiency	Effectiveness	1978
Lease 95% of available Port Industrial Park area.		% of total area leased number of acres	X	X	95% 60.6	95% 60.6

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:

SUMMARY OF PLAN FOR ACCOMPLISHING OBJECTIVES:

Objective

Lease Industrial Park area

Task

Evaluate lessee need

Evaluate potential lessees possible contribution to Port

Recommend rate

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DEPT. Transportation	Unit No. 3002	DIV. Port	Unit No. 3400	SEC. Small Boat Harbor	Unit No. 3430
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PERFORMANCE INDICATORS

OBJECTIVES	DESCRIPTION	Work load	Effi- ciency	Effec- tiveness	1978	1979
Provide minor maintenance and surveillance	Number 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:

Objective

Provide maintenance and surveillance

Task

Install and remove floats annually.
Routinely patrol area daily.

SUMMARY OF PLAN FOR ACCOMPLISHING OBJECTIVES:

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DEPT.	Unit No.	DIV.	Work Program Statement For 1979				Page	127		
Transportation	3006	Airport	Unit No.	SEC.	Unit No.					
			3500							
OBJECTIVES			PERFORMANCE INDICATORS							
			DESCRIPTION	Work-load	Efficiency	Effectiveness	1978	1979		
1. Address all administrative and managerial responsibilities to assure an operational and functional airport. 2. React to all natural conditions that require maintenance to assure that Merrill Field is operational at all times. 3. Continue present and initiate new planning programs that will provide adequate facilities. 4. Provide improved aircraft parking facilities			# of aircraft operation	X			352,000est	360,000 est		
			# aircraft parking areas	X			600	650		
			Cost per aircraft operation		X		1.04			
			Cost per acre (240)		X		\$1,529			
			Time airport is not operational			X	-0-	-0-		
			% completion of Master Plan			X	100%	-0-		
			% completion of System Plan			X	75%	25%		
			# of Municipal aircraft tie-down spaces.	X			44	150		

EVIDENCE DEMONSTRATING THE NEED FOR THIS LEVEL OF SERVICE:

- Growing general aviation (operations and aircraft parking) in the Anchorage area indicated by the short supply of aircraft tiedown facilities and increased operational activity.
- Growing number of small uncontrolled airstrips throughout the Municipality caused by the lack of airport facilities.
- Preliminary reports on Merrill Fields Master Plan indicate aviation demands in excess of our facilities capability of meeting these demands.

CHANGES FROM CURRENT OPERATIONS:

The Airport Division will continue to be involved in areawide aviation planning by co-sponsoring with the State Department of Transportation and the Mat-Su Borough Airport System Plan.

Efforts will be made to provide new and improved tie-down facilities to the general public.

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, Federal Aviation Administration, and Anchorage Metropolitan Area Transportation Study.

More direct involvement with the general public in providing facilities to meet their demands.