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# STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION  
and PUBLIC FACILITIES

DEPUTY COMMISSIONER

Bill Sheffield, Governor

MAY 20 1983

4111 AVIATION AVENUE, POUCH 6900  
ANCHORAGE 99502 (TELEX 25-185)  
PHONE: 266-1440

May 18, 1983

Re: Anchorage International  
Airport Ramp Congestion

Representative Bette Cato, Chairman  
House of Representatives  
House Transportation Committee  
Pouch V  
Juneau, Alaska 99811

Dear Representative Cato:

During the House Transportation Committee Hearing on HB 321 and 322, several committee members expressed concern about congestion on arrival and departure ramps at Anchorage International Airport (AIA). As stated at the hearings, the major cause of the congestion is insufficient curb space on both ramps. AIA currently has 420 feet of curb space on the upper level and 430 feet at the lower level. Based on forecast aviation activity we estimate a need for 555 feet on the upper level and 805 feet on the lower level by 1985. The curb space on the lower ramp does not even meet the 1981 demand and with traffic increasing every year the facilities are becoming more and more inadequate.

Given the fact that the facilities are not adequate to meet the demand for curb space, the airport management is faced with making the best of a poor situation. Representative Abood mentioned the need for striping to delineate the lanes on each ramp. This is imperative. The lanes are re-striped every year as a part of routine maintenance. The cross-walks were repainted two weeks ago. The lane striping has been completed on the lower ramp and will be completed within the next couple of days on the upper ramp.

The local People Mover buses do not utilize either the arrival or departure ramp area. Instead, their stop is located west of the approach ramps in front of the old terminal building. Tour buses are a different matter. After much negotiation with the tourism industry and the Anchorage Convention/Visitor's Bureau, a specified area for the buses was designated on the far south portion of the arrival ramp. This space is beyond terminal doors and out of the main traffic lanes. The buses are permitted to utilize this space only after their passengers have claimed their luggage and can stay only for the time taken to load the baggage and passengers.

The Servair buses have apparently caused some problems in the past by utilizing the arrival ramp, however, Servair does not operate at the Domestic Terminal now that the new International Terminal is open.

Bette Cato  
Letter - May 18, 1983  
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Taxis queue north of the terminal and no more than two are allowed on the ramp area simultaneously. I am told that airport security policy monitor this closely to prevent abuse. I will request that they pay special attention in the future.

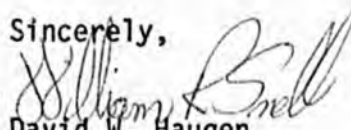
Rental car agencies do have prime parking spaces directly in front of the terminal. The Department of Transportation and Public Facilities (DOT&PF) has notified the agencies that their ready-car parking will have to be relocated. That relocation has been delayed pending the recommendations of a Surface Transportation Study for the airport area. Those study recommendations will be available in July of this year. The decision to move rental cars has been made. The only question remaining is a selection of the new site. DOT&PF is evaluating a couple of options for utilizing the existing rental car area for an additional loading area once the rental agencies are relocated.

Another concern expressed by the Committee was the poor attitude and lack of courtesy on the part of the airport police and security guards. I have notified the Airport Manager of this problem. The Airport Manager has spoken to the airport security force requesting strict adherence to polite and courteous interaction with the public. I would encourage the public to call the Airport Manager (William Chambers) if specific officers are being discourteous. The officers are posted on the ramps in order to assure curb service for all who need it. Their attitude should be one of public service at all times -- most especially when it is necessary to ask a traveller to move his car so someone else can use the space.

I realize the airport's attempts to keep cars from parking too long at the curb is an unpopular action. However, as the Committee pointed out, some times there are so many cars double and triple parked that there isn't even on through lane. In the absence of adequate curb space, assuring timely turnover of cars is DOT&PF's only recourse to assure that no one monopolizes the curb.

Thank you very much for your interest in the airport and for suggestions for improving facility operations. If you need additional information or have additional suggestions for improving airport operations, please let me know.

Sincerely,

  
for David W. Haugen  
Deputy Commissioner

DWH:GML/sg

cc: Representatives Mike W. Miller, Mitchell Abood, Barbara Lacher, Randy Phillips, Adelheid Herrmann, Mike Szymanski, Jack McBride

William Chambers, Anchorage International Airport Manager

**RAA****REEVE ALEUTIAN AIRWAYS, INC.**

April 20, 1983

Honorable Betty Cato  
Chairman, House Transportation Committee  
State Capitol  
Pouch V  
Juneau, Alaska 99811

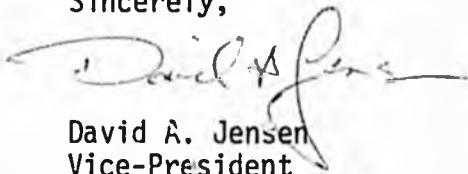
Dear Representative Cato:

Before your committee are House Bills 321 and 322 relating to appropriations and authorization for bond sale for improvements at Anchorage International Airport. Reeve Aleutian Airways urges the committee's favorable consideration of both bills.

We have had the opportunity to review the plans for renovation and new construction at Anchorage International. Contemplated improvements at the terminal will benefit the entire state by enhancing traffic capability, passenger convenience, and freight handling in Anchorage.

Our transport system is by-in-large intra-state. The Aleutians and Western Alaska rely heavily on the commerce that Anchorage provides. Passage of HB321 and 322 will favorably affect development needs of fisheries, agriculture, and oil/minerals extraction industries; all of which are active in Western Alaska and the Aleutians.

Sincerely,



David A. Jensen  
Vice-President

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4700 W. INTERNATIONAL AIRPORT RD. • ANCHORAGE, ALASKA 99502

**Anchorage International Airport  
Domestic Terminal Expansion & Renovation**

The proposed project involves construction of approximately 65,000 square feet of new terminal area and remodeling and renovation of approximately 96,000 square feet of existing terminal area. The estimated cost is \$23.1 million calculated at 1983 construction costs and includes the following:

Extend existing terminal 100 feet to the east (both levels). The first level will house additional baggage claim and make-up areas, and mechanical room. The second level will provide additional counter space, snack bar, storage, elevator and gate lobbies.

Construct a new two-level computer concourse providing passenger waiting space, equipment storage, crew lounge area, rest-room facilities, snack bar, baggage makeup, baggage claim, and 8 gates.

Preliminary engineering and construction for remodeling Concourse B to accommodate domestic carrier operations. Remodeling includes electrical system upgrades, installation of a fire suppression system and conversion of customs area to office lease space.

Purchase and installation of a backup emergency power system.

Preliminary engineering and construction of apron utility work required with the terminal remodeling such as construction of hardstands, relocation of fire hydrants, water supply, air start and guidance systems.

*[Handwritten initials]*

STATE OF ALASKA  
FISCAL NOTE

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I. REQUEST

Bill/Resolution No.: HB 322  
Title: Anch Int'l. Terminals Improvements  
Sponsor: Governor Sheffield  
Requestor: \_\_\_\_\_

II: FISCAL DETAIL,

Agency Affected: DOT&PF  
Program Category Affected: Transportation  
BRU, Program or Subprogram(s) Affected: Anchorage International Airport

EXPENDITURES/REVENUES: (Thousands of Dollars)

|                         | FY 83 | FY 84           | FY 85 | FY 86        | FY 87        | FY 88        |
|-------------------------|-------|-----------------|-------|--------------|--------------|--------------|
| <b>OPERATING</b>        |       |                 |       |              |              |              |
| 100 PERSONAL SERVICES   |       |                 |       | 500.0        | 530.0        | 560.0        |
| 200 TRAVEL              |       |                 |       | 250.0        | 265.0        | 280.0        |
| 300 CONTRACTUAL         |       |                 |       | 58.0         | 63.0         | 67.0         |
| 400 COMMODITIES         |       |                 |       | 2.0          | 2.0          | 3.0          |
| 500 EQUIPMENT           |       |                 |       |              |              |              |
| 600 LAND & STRUCTURES   |       |                 |       |              |              |              |
| 700 GRANTS, CLAIMS, ETC |       |                 |       |              |              |              |
| <b>TOTAL OPERATING</b>  |       |                 |       | <b>810.0</b> | <b>860.0</b> | <b>910.0</b> |
| <b>CAPITAL</b>          |       | <b>28,000.0</b> |       |              |              |              |
| <b>REVENUE</b>          |       |                 |       | <b>500.0</b> | <b>500.0</b> | <b>500.0</b> |

FUNDING: (Thousands of Dollars)

|                             |  |          |  |       |       |       |
|-----------------------------|--|----------|--|-------|-------|-------|
| GENERAL FUND                |  |          |  |       |       |       |
| FEDERAL FUNDS               |  |          |  |       |       |       |
| OTHER (Specify Source)*IARF |  |          |  | 810.0 | 860.0 | 910.0 |
| INT'L AIRPORT REVENUE BONDS |  | 28,000.0 |  |       |       |       |

\*International Airport Revenue Fund

POSITIONS:

|           |  |  |  |     |     |     |
|-----------|--|--|--|-----|-----|-----|
| FULL-TIME |  |  |  | 8.0 | 8.0 | 8.0 |
| PART-TIME |  |  |  |     |     |     |
| TEMPORARY |  |  |  |     |     |     |

III. SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:

This project will be paid for through revenue generated at the Anchorage International Airport. The revenue projection does not assume any change in rates and fees, but does include anticipated revenue from the expansion, calculated at present terminal rental rates.

IV. ANALYSIS: Attached.

Prepared By: William R. Snell  
Division: Acting Deputy Commissioner

Phone: 266-1440  
Date: 3/30/83

Approved by Commissioner: *[Signature]*  
Department: Transportation and Public Facilities

Date: 3/31/83

*[Handwritten mark]*

Existing facilities in the passenger terminal complex are undersized. Facilities are not adequate for present domestic aviation traffic needs. Continued growth in aviation activity is anticipated, therefore, pressure for expanded facilities will increase. Existing international facilities have been relocated to the new international terminal, thus freeing space for domestic aviation needs. The west concourse must be remodeled before use by the domestic air carriers. Additional landside facilities, airport ticket offices, baggage claim and public areas are needed to accommodate domestic flight traffic. Air commuter facilities are minimal. New facilities are essential to provide adequate service to this growing segment of the aviation market. Construction of a new concourse off the east terminal expansion will accommodate commuters. Utility work airside is required in order to make the terminal expansion usable for the air carriers and commuter planes.

## PROJECT DESCRIPTION:

Funding requested is for the first phase of a comprehensive remodeling and expansion program, at an estimated cost of \$23.1 million. The project includes the following:

Extension of existing terminal 100-feet to the east (both levels). First level to house additional baggage claim and makeup areas and mechanical room. Second level to provide additional counter space, snack bar, storage, elevator and gate lobbies.

Construction of a commuter concourse providing passenger waiting space, equipment storage, crew lounge area, restroom facilities, snack bar, baggage makeup and baggage claim.

Preliminary engineering and construction to remodel west concourse to accommodate domestic carrier operations.

Preliminary engineering and construction of apron utility work required with the terminal remodeling.

## PROJECT COST:

Bond sale costs at 3% to take care of closing costs, audit costs, fees to rating agencies, financial advisor, etc.

$$\$28,000,000 \times 3\% = \$840,000$$

In addition, an estimated \$3 million was assumed for immediate deposit into the bond reserve fund. This is approximately 1 year's principal and interest on the bonds.

The estimated cash available after obligations is \$24,160,000:

$$\$28,000,000 - (\$840,000 + \$3,000,000) = \$24,160,000$$

Capitalized interest during project construction has not been estimated. Depending on investment yield, interest earned on the cash could roughly equal or exceed interest obligations on the bonds. If, however, capitalized interest payments are required, DOT&PF will utilize International Airport Revenue Fund (IARF) cash for such payments. This is consistent with how capitalized interest was treated in earlier revenue bond issues.

OPERATING COSTS:

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Costs identified are based upon our current costs for maintenance and custodial which approximate \$11 per square foot.

Added 66,000 sq. ft. x \$11 = \$726,000

1983 cost \$726.0

1986 cost \$810.0. Inflation is estimated at 6% per year.

No estimate is provided for the debt service since the yearly cost would vary so greatly based upon the interest rate and term of bonds.