

Leg. Finance - Finance Comte Files (1971-72) 8879
HB 58 cont., 59 45

BRIDGE SPAN

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STATE OF ALABAMA
 DEPARTMENT OF REVENUE
 FISCAL YEAR 1971

Revenue from
 1970-71

1970-71

1970-71

1970-71

1970-71

1970-71

1970-71

1970-71

1970-71

1970-71

55,121,000

21,000,000

1,000,000

600,000

2,000,000

1,500,000

1,000,000

27,000,000

10,000,000

17,000,000

5,000,000

\$

\$

1970-71

1970-71

1970-71

Balance Sheet
 December 31, 1911

Assets

Cash
 Accounts Receivable
 Notes Receivable
 Prepaid Insurance
 Prepaid Taxes
 Inventory
 Land
 Buildings
 Equipment
 Investments
 Other Assets

4,275	2,000	12,000	2,000
5,175.00	2,000.00	20,000.00	2,000.00

Liabilities

Accounts Payable
 Notes Payable
 Other Liabilities

2,000	12,000	2,000
2,000.00	20,000.00	2,000.00



RECORDS



CERTIFICATION

I, the undersigned, an employee of the State of Alaska, do hereby certify that the microfilm images on this microform are accurate reproductions of the original records of the State of Alaska as accumulated during the regular course of business, and that it is the established policy and practice of this State to microfilm its records and to dispose of the original records after microfilm reproductions have been made.

James D. Smith
Signature of Camera Operator

4/4/89
Date

Committee Report

HOUSE OF REPRESENTATIVES

1/18/71

_____ Date

Mr. Speaker:

The Committee on _____ has had _____

under consideration. A majority of the members of the Committee

- recommends it do pass
- recommends it do not pass
- recommends it do pass with attached amendment(s)
- recommends it be replaced with CS for _____ and that CS for _____ do pass
- (and) recommends it be referred to the _____ committee
- reports it back without recommendation
- (other) _____

MEMBERS SIGNING THE MAJORITY REPORT:

MEMBERS NOT CONCURRING IN THE MAJORITY REPORT:

_____ recommends:

_____ recommends:

_____ recommends:

_____ recommends:

_____ recommends:

CHAIRMAN

A M E N D M E N T

Offered in the HOUSE

By Finance Committee

To: _____ HOUSE Bill No. 59

_____ SENATE Bill No. _____

AMENDMENT: Page 1 Line 9

Delete \$175,700 and insert in lieu thereof: \$100,000

MEMORANDUM

State of Alaska

71-37

The Honorable Keith H. Miller, Governor
State of Alaska

DATE : September 4, 1970

SUBJECT: Passenger Bus System, Anchorage
International Airport.

T. K. Downes, Commissioner
Department of Administration

On January 13, 1970 the Department of Public Works transmitted a memo to you requesting authority to submit a budget to the legislature to inaugurate an in-port passenger bus system at the Anchorage International Airport. Cost of the buses and related personnel was estimated at \$175,700.

Because of the emergency nature of this request, it was handled by this office as a supplemental budget request and combined with an additional request for unfunded operating costs at this airport. The two requests became Ch. 141, SLA 1970, effective May 21, 1970, the monies appropriated for the fiscal year ending June 30, 1970.

Due to the late enactment of this bill it was not possible to contract for the purchase of the buses prior to June 30, 1970. As a result, funds available under Ch. 141 for this purpose, have lapsed.

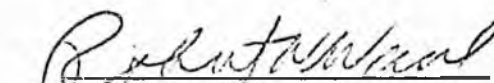
The Department of Public Works feels that the continuing need for an in-port passenger bus system is of such importance that immediate action should be taken to complete purchase of the buses and activate the program. The only way it can be financially handled is to utilize funds appropriated for the current year's operation of the Anchorage International Airport and request the 1971 legislature to re-appropriate the \$175,700 included in Ch. 141 as a supplemental appropriation this year.

I believe the intent of this legislature will be served in proceeding in this manner and recommend your authorization to utilize the current year's operating appropriation for this purpose.




T. K. Downes, Commissioner
Department of Administration

Approved this 24th day of September, 1970.



Keith H. Miller, Governor
State of Alaska



House Finance Committee Report

on

HOUSE BILL NO. 59

The committee on Finance has had HOUSE BILL NO. 59 under consideration and the majority of the members of the committee have recommended that it do pass, as amended. However, the committee wishes to make its reason for the amendment part of the record.

The committee amendment inserts \$100,000 for the purchase of two in-port passenger buses at approximately \$45,000 per bus plus delivery cost. The buses have an estimated capacity of 45 standing passengers with a few seats for passengers who require seating.

George Hohman
Chairman
House Finance Committee

The Legislature of the State of Alaska
FISCAL NOTE

COPIES: 1 THE CHAIRMAN OF THE COMMITTEE MAKING THE REQUEST
6 THE HOUSE FINANCE COMMITTEE STAFF
7 THE SENATE FINANCE COMMITTEE STAFF
1 THE DIVISION OF BUDGET & MANAGEMENT
1 RETAIN A COPY FOR YOUR FILES

Subject Anch Airport Busses HB 59 SB
requested by Chairman, House Finance Committee
referred to Department of Public Works date of request _____
completion date requested _____ date received _____

EXPENDITURE DETAIL	FY 71	FY 72	FY
100 PERSONAL SERVICES	\$	\$ 40,400	\$
200 TRAVEL			
300 CONTRACTUAL SERVICES		2,300	
400 COMMODITIES		3,200	
500 EQUIPMENT	100,000		
600 LAND AND STRUCTURES			
700 GRANTS, CLAIMS & SHARED REVENUE			
TOTAL	\$ 100,000	\$ 45,900	\$

FUNDING DETAIL			
FEDERAL RECEIPTS	\$	\$	\$
SPECIAL FUNDS-Airport Revenue Funds	100,000	45,900	
UNRESTRICTED GENERAL FUND RECEIPTS			

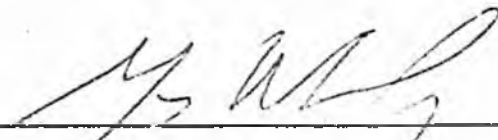
Man Months
Permanent Positions
Temporary Positions

FISCAL ANALYSIS Money is available from International Airport Revenue Fund. This amount was appropriated by last year's legislation (HB-527) and became 1970 SLA Chapter 141. The effective date, May 21, 1970, was so late that the department was unable to formulate specifications and ask for bids before June 30, 1970, when the funds lapsed. Attached is a copy of the original request outlining the reasons for the appropriation.

We now propose to purchase only two busses and do not expect delivery until approximately July 1, 1971. The funds that have been requested for the third bus and the cost of personnel services for the 5 bus drivers can be deleted from the original cost of \$175,000 leaving a balance of \$100,000 to pay the estimated cost of the busses.

With only two busses proposed, one position can be abolished. Each bus will require 1.6 men per year for a seven day schedule where annual and sick leave time must be considered. Therefore 4 positions would have to be maintained.

DATE 2/4/71

SIGNATURE 

NAME & TITLE George W. Easley, Commissioner

MEMORANDUM

State of Alaska

TO: The Honorable Keith H. Miller
Governor
State of Alaska

DATE : January 13, 1970

FROM: Mr. Harold D. Strandberg
Commissioner
Department of Public Works

SUBJECT: Budget Request
Anchorage International
Airport

It is in the best interests of the State to submit the enclosed budget to this Legislature for an appropriation to inaugurate a passenger bus system at the Anchorage International Airport. A bus system is urgently required to alleviate the acute shortage of holding gates and hydrant facilities around the main terminus, wherein passengers must be transported to the terminal from distant locations.

Bussing passengers to and from their flights has long been an industry practice, and the system is in use throughout the world. Tentatively, we require three buses, with a minimum capacity of 125 passengers. These buses are required a minimum of eight hours per day to handle several peak loads throughout the day. Exact expenditures are shown on the attached copy of the budget.

Of significant note is the growth rate of our airport. For instance:

- Total passengers in FY 1969 increased by 32%.
- Total "through" passengers in FY 1969 increased by 54.9%.
- Landing fees in FY 1969 increased by 37%.
- Airport revenues in FY 1969 increased by 34%.
- Net operating income in FY 1969 increased by 42%.
- Total expenditures during the same period rose only 16.9%, which we feel is highly commendable.

Expo 70 in Japan will have a profound effect on the operation of Anchorage International Airport, and we visualize a tremendous increase in air carrier traffic, unforeseen until recent weeks. This conclusion has been reached by confidential company aircraft schedules recently made available to us. Many of the international carriers are doubling and tripling the amount of flights per week. One company, for instance, who currently operates only one or two flights a week through the airport, is proposing to raise their flight frequency to approximately 120 per month. In essence, information from reliable sources indicates maximum saturation of all facilities is at hand, and it is imperative that the State immediately prepare for what indicates to be a veritable onslaught of passengers and aircraft.

M E M O R A N D U M

The Honorable Keith H. Miller
Governor

January 13, 1970

- 2 -

Funding for this service is available from the International Airport Fund. Taking into consideration the proposed Capital Improvement Program for FY 70-71 and this request, our estimates indicate there will remain a balance of approximately \$700,000 in the fund for emergencies.

Your consideration of this request will assist in curing a passenger problem now being experienced by all the major airports of the world.

Encl.

cc: Mr. Richard W. Freer
Director
Division of Budget and Management
w/copy of budget

WILLIAM A. EGAN, Governor

DEPARTMENT OF PUBLIC WORKS

OFFICE OF THE COMMISSIONER POUCH Z — JUNEAU 99801

February 5, 1971

The Honorable George H. Hohman
Attention: The Honorable Robert I. Ditman
Vice Chairman House Finance Committee
Alaska State House of Representatives
Pouch "V" State Capitol Building
Juneau, Alaska 99801

Re: House Bill 59

Dear Representative Ditman:

Attached is the information you requested this morning
by phone.

Sincerely,

Harold D. Strandberg
Harold D. Strandberg
Deputy Commissioner

Attachments

EQUIPMENT SPECIFICATION

AIRPORT BUS FOR AIRLINE PASSENGER HANDLING

1.0 SCOPE

This specification is intended to outline the requirements for an airport coach to be used to transport passengers and/or crew between terminals, aircraft terminals and aircraft, etc. The vehicle shall conform to the Neoplan Model TR 11, "Dusseldorf" type as manufactured by Gottlob Auwaerttet Company of Stuttgart, West Germany, or equal.

2.0 CAPACITY (excluding driver)

Seating capacity	29 passengers
Standing capacity maximum (based upon 2 sq. ft./passenger)	<u>61 passengers</u>
Total capacity	90 passengers

3.0 DIMENSIONS

Overall length:	shall not exceed 40'
Overall width:	shall not exceed 8'2"
Overall height:	shall not exceed 8'4"
Wheelbase:	shall not exceed 20' to assure good turning radius.
Inside headroom:	shall be a minimum of 7'0"
Inside floor height:	shall not exceed 10" above pavement grade.

3.1 CONSTRUCTION

The vehicle shall be lightweight, all steel, self-supporting unit body, constructed throughout from lightweight sections electrically welded.

4.0 ENGINE

✓ The engine shall be Detroit Diesel, 130 horsepower, 2600 RPM, 4 cylinders, electric starter with alternator, 12 volt DC power supply, fuel injection, and complete assembly easily accessible and soundproof front-end mounted front-wheel drive and front-wheel steerable.

- 4.1 Engine regulators and safety controls shall include thermometer, oil pressure gauge, fuel gauge, air pressure gauge all installed in driver's console.
- 4.2 Transmission shall be 5-speed type standard design operated from disc clutch.
- 4.3 Steering shall be hydraulically powered.
- 4.4 Brakes to be air operated.
- 4.5 Tires - front tires to be 10.00 - 70 Michelin x PR 16. Rear tires to be dual 8.25 - 15 Michelin x eDi.
- 4.6 Suspension to be air type for smooth ride over relatively smooth terrain. Buses to be designed for airport apron and auto parking lot use.
- 4.7 Cooling system to be water jacket type with thermostat and over-heating warning light with front radiator.

5.0 BODY DESIGN

- 5.1 Roof to be specially insulated with riveted sheet aluminum.
- 5.2 Doors to include driver's door with drop window at front left of vehicle, three double-folding electropneumatic, outside swiveling doors - each to be 44" wide, two doors on the right side and one door in the rear.
- 5.3 Windows to be rubber mounted. Windshields to be convex. All windows to be safety glass.
- 5.4 Flooring to be sheet steel covered with Pegulan or equivalent non-skid safety walking surface.
- 5.5 Electrical equipment to include two colored directional light systems, side lights (to be visible upwards as well as sideways), windshield wipers, headlights, stop lights and tail lights, rear reflector, license plate illuminator, front reflectors, and two fog lights.
- 5.6 Upholstery shall be luxurious foam rubber cushioning covered with imitation leather.

6.0 OTHER EQUIPMENT

Inside safety features as required by regulations shall include inside and outside mirrors, handrails running under the ceiling, fire extinguisher, complete tool kit and hydraulic jack.

- 6.1 Driver's controls shall include cockpit light, horn, buzzer to stewardess' station, and intercom.

7.0 EXTERIOR FINISH

Shall be synthetic resin paint in two-tone color scheme. Underbody shall be carefully sprayed with an acoustical anti-corrosive compound.

8.0 EXTRAS

- 8.1 One spare wheel, and two spare tires (one of each size specified)
- 8.2 Shock absorbers on front axle.
- 8.3 Ornamental hubcaps.
- 8.4 Two spare brake cylinders
- 8.5 High grade steel bumper.
- 8.6 Defroster
- 8.7 Roof insulation
- 8.8 Heater (100,000 BTU rated capacity)

MEMORANDUM

State of Alaska

TO: T. K. Downes, Commissioner
Department of Administration

DATE : November 16, 1970

FROM: ^{11/16} Harold D. Strandberg, Commissioner
Department of Public Works

SUBJECT: Request for Bid Waiver
Purchase of Busses for
Airport

The attached memorandum dated November 11, 1970, from the Department of Highways Equipment Section recommends a bid waiver be given for purchase of the busses for the Anchorage International Airport.

Inasmuch as no U.S.A. manufacturer can produce the item needed, we hereby request a bid waiver to purchase the items from the foreign source.

B. N. McVay

Thomas K. Downes, Commissioner
Department of Administration

cc: Bill Young, Property &
Supply, Department of
Public Works W/A

STATE OF ALASKA

WILLIAM A. EGAN, Governor

DEPARTMENT OF PUBLIC WORKS

OFFICE OF THE COMMISSIONER

POUCH 2 - JUNEAU 99801

February 1, 1971

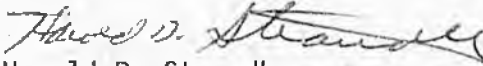
The Honorable George H. Hohman
Chairman House Finance Committee
Alaska State House of Representatives
Pouch "V" State Capitol Building
Juneau, Alaska 99801

Dear Representative Hohman:

In a recent meeting with your Committee the question was raised as to the capacity for the Airport buses for which we are requesting funding in House Bill 59.

A review of the specifications indicate that a maximum of ninety (90) people can be transported between the Aircraft and the Terminal. Seating capacity is provided for twenty-nine (29) passengers and based on a space allocation of two (2) square feet per person, an additional sixty-one (61) persons can be accommodated. We may have to use a more modest figure in arriving at the capacity of the buses, however, they should be able to transport between seventy (70) and eighty (80) persons.

Sincerely,


Harold D. Strandberg
Deputy Commissioner

cc: The Honorable Robert I. Ditman
Vice-Chairman House Finance Committee
Alaska State House of Representatives
Pouch "V" State Capitol Building
Juneau, Alaska 99801

STATE OF ALASKA

WILLIAM A. EGAN, Governor

DEPARTMENT OF PUBLIC WORKS

OFFICE OF THE COMMISSIONER

POUCH Z - JUNEAU 99801

January 29, 1971

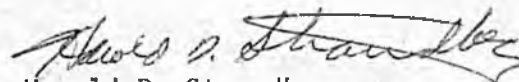
The Honorable George H. Hohman
Chairman House Finance Committee
Alaska State House of Representatives
Pouch "V" State Capitol Building
Juneau, Alaska 99801

Dear Representative Hohman:

During our discussion with your Committee regarding House Bill 59, we indicated that because of the delay incurred in acquiring the Airport buses and the cancellation of one (1) of the three (3) units, the funds required for the program could be reduced from \$175,000.00 to \$100,000.00.

It is doubtful that the buses will be available at the Anchorage International Airport prior to May 1, and we will be able to absorb the operating expenses within the existing budget. For this reason, we ask that you amend House Bill 59 to reflect the reduced amount.

Sincerely,



Harold D. Strandberg
Deputy Commissioner

MEMORANDUM

State of Alaska

71-37

HP 59

TO: The Honorable Keith H. Miller, Governor
State of Alaska

DATE: September 4, 1970

SUBJECT: Passenger Bus System, Anchorage
International Airport.

FROM: T. K. Downes, Commissioner
Department of Administration


On January 13, 1970 the Department of Public Works transmitted a memo to you requesting authority to submit a budget to the legislature to inaugurate an in-port passenger bus system at the Anchorage International Airport. Cost of the buses and related personnel was estimated at \$175,700.

Because of the emergency nature of this request, it was handled by this office as a supplemental budget request and combined with an additional request for unfunded operating costs at this airport. The two requests became Ch. 141, SIA 1970, effective May 21, 1970, the monies appropriated for the fiscal year ending June 30, 1970.

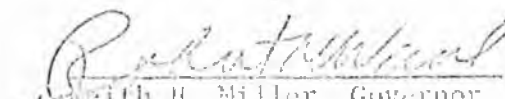
Due to the late enactment of this bill it was not possible to contract for the purchase of the buses prior to June 30, 1970. As a result, funds available under Ch. 141 for this purpose, have lapsed.

The Department of Public Works feels that the continuing need for an in-port passenger bus system is of such importance that immediate action should be taken to complete purchase of the buses and activate the program. The only way it can be financially handled is to utilize funds appropriated for the current year's operation of the Anchorage International Airport and request the 1971 legislature to re-appropriate the \$175,700 included in Ch. 141 as a supplemental appropriation this year.

I believe the intent of this legislature will be served in proceeding in this manner and recommend your authorization to utilize the current year's operating appropriation for this purpose.


T. K. Downes, Commissioner
Department of Administration

Approved this 21st day of September, 1970.


Keith H. Miller, Governor
State of Alaska



LAWS OF ALASKA

1970

Source

Chapter No.

HB 527

141

AN ACT

Appropriating to the Department of Public Works; and providing for an effective date.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

* Section 1. The sum of \$298,200 is appropriated from the International airport revenue fund to the Department of Public Works, division of aviation, according to the following schedule, for the fiscal year ending June 30, 1970:

(1) estimated unfunded costs in operation of the Fairbanks International Airport and in land and building leasing at the Anchorage and Fairbanks International Airports	\$122,500
(2) to provide an in-port passenger bus system at the Anchorage International Airport	\$175,700

* Sec. 2. This Act takes effect on the day after its passage and approval or on the day it becomes law without approval.

MEMORANDUM

State of Alaska

TO: [

Mr. Richard W. Freer
Director
Division of Budget and Management
Department of Administration

DATE : August 14, 1970

FROM: Mr. Harold D. Strandberg
Commissioner
Department of Public Works

SUBJECT: Passenger Bus System
Anchorage International
Airport

It has been brought to my attention that the appropriation for the Passenger Bus System at the Anchorage International Airport in Chapter 141, SLA 1970, is subject to a statement within the statute that requires spending or obligation prior to fiscal year ending June 30, 1970. This requirement in the law was caused by combining our two requests in one bill which was not the intent of the law or the Legislature.

Section 1(1) of the statute which contains the appropriation of \$122,500 for additional operational costs was approved by the Governor on September 5, 1969, copy attached, and was intended to take care of obligations through fiscal year ending June 30, 1970.

Section 1(2) of the statute which contains the appropriation of \$175,700 for the Passenger Bus System was approved on the basis of budget documents for fiscal year ending June 30, 1971, copy attached. The budget includes costs for five bus drivers for a 12-month period so the appropriation would have to carry through June 30, 1971, if we were to inaugurate this service.

We have now been advised that the forms SA-21 cannot be issued in order to establish the five positions nor can the buses be purchased if the money has not been encumbered. Two of the buses were ordered by our PR 13-8.2631 dated July 29, 1970, but no purchase order has been issued to date. Due to the length of the session, the law was not effective until May 21, 1970, which left little time to write the specifications for the buses if we had to meet the June 30 deadline.

It is requested that an administrative decision be made which will allow expenditure of the funds in Section 1(2) of Chapter 141, SLA 1970, for the bus system. The service cannot be delayed one year nor can the wishes of the Legislature be ignored.

Attachments

cc: Mr. Harry A. Makefield, Jr.
Director
Division of Aviation

Mr. Wm. Riddle
Fiscal Officer

State of Alaska

TO: All Members
Budget Review Committee

DATE : January 20, 1970

FROM: Richard W. Freer, Director
Division of Budget & Finance and
Department of Administration

SUBJECT: Supplemental Request for
Anchorage International
Airport

Under memo of January 13, 1970, addressed to the Honorable Keith H. Miller, Governor of Alaska, the Department of Public Works is requesting consideration for a supplemental appropriation request of \$175,700 to institute an in-port passenger bus system. Need for such a service is set forth in their memo, copy of which is attached.

An early review of this request by the Budget Review Committee is requested.

Attachment

MEMORANDUM

State of Alaska

TO: The Honorable Keith B. Miller
Governor
State of Alaska

DATE : January 13, 1970

FROM: Mr. Harold D. Strandberg
Commissioner
Department of Public Works

SUBJECT: Budget Request
Anchorage International
Airport

It is in the best interests of the State to submit the enclosed budget to this Legislature for an appropriation to inaugurate a passenger bus system at the Anchorage International Airport. A bus system is urgently required to alleviate the acute shortage of holding gates and hydrant facilities around the main terminal, wherein passengers must be transported to the terminal from distant locations.

Bussing passengers to and from their flights has long been an industry practice, and the system is in use throughout the world. Tentatively, we require three buses, with a minimum capacity of 125 passengers. These buses are required a minimum of eight hours per day to handle several peak loads throughout the day. Exact expenditures are shown on the attached copy of the budget.

Of significant note is the growth rate of our airport. For instance:

- Total passengers in FY 1969 increased by 22%.
- Total "through" passengers in FY 1969 increased by 54.9%.
- Landing fees in FY 1969 increased by 37%.
- Airport revenues in FY 1969 increased by 34%.
- Net operating income in FY 1969 increased by 42%.
- Total expenditures during the same period rose only 16.9%, which we feel is highly commendable.

Expo 75 in Japan will have a profound effect on the operation of Anchorage International Airport, and we visualize a tremendous increase in air carrier traffic, unforeseen until recent weeks. This conclusion has been reached by confidential company aircraft schedules recently made available to us. Many of the international carriers are doubling and tripling the amount of flights per week. One company, for instance, who currently operates only one or two flights a week through the airport, is proposing to raise their flight frequency to approximately 120 per month. In essence, information from reliable sources indicates maximum saturation of all facilities is at hand, and it is imperative that the State immediately prepare for what indicates to be a veritable onslaught of passengers and aircraft.

MEMORANDUM

The Honorable Keith H. Miller
Governor

January 13, 1970

- 2 -

Funding for this service is available from the International Airport Fund. Taking into consideration the proposed Capital Improvement Program for FY 70-71 and this request, our estimates indicate there will remain a balance of approximately \$700,000 in the fund for emergencies.

Your consideration of this request will assist in curing a passenger problem now being experienced by all the major airports of the world.

Encl.

cc: Mr. Richard W. Freer
Director
Division of Budget and Management
W/copy of budget

STATEMENT OF PROGRAM
For the Fiscal Year Ending June 30, 1971

Department _____
Division _____
Program _____

13

SUPPLEMENT

Anchorage International Airport facilities for international flights have become saturated and there is currently an acute shortage of holding gates and hydrant facilities around the main terminus. To alleviate this condition, hydrants are being installed at distant locations on the ramps and aprons. In doing so, buses are required to quickly and efficiently transfer passengers to and from the terminal areas, with optimum comfort.

Bussing passengers to and from their flights has long been an industry practice, and the system is in use throughout the world. Because of the requirement, there are a number of firms with long-term experience in bus-building for airport use.

Tentatively, we require three buses, with a minimum capacity of 125 passengers. These buses are required a minimum of eight hours per day to handle the 3 to 4 peak loads that occur throughout that period.

Growth figures for our airport substantiate the increased activity at the airport and reflect the need for expanded facilities and new equipment.

- Total passengers in FY 1969 increased by 32%.
- Landing fees in FY 1969 increased by 37%.
- Airport revenues in FY 1969 increased by 34 %.
- Net operating income in FY 1969 increased by 42%.

SA-11
 State of Alaska
 Department of Administration
 Budget & Management Div.
 (Rev. 3/69)

EXPENDITURES BY OBJECT AND SOURCE OF FUNDS
 For the Fiscal Year Ending June 30, 1971

Department Public Works
 Division Aviation
 Program Perthorage International Airport

SUPPLEMENT

Exp. Code (1)	EXPENDITURES BY OBJECT (2)	1968-69 Actual (3)	1969-70 Authorized (4)	1970-1971 ESTIMATED			
				Department Request (5)	Increase (Decrease) (6)	Governor's Allowance (7)	Legislative Allowance (8)
100	Personal Services			45,700	45,700		
200	Travel						
300	Contractual Services						
400	Commodities			10,000	10,000		
500	Equipment			120,000	120,000		
600	Lease & Structures						
700	Grants, Claims & Shared Revenue						
800	Miscellaneous						
900	Inter-Agency Charges						
	Total Expenditures						
	Outstanding Encumbrances (Col. 3)						
	Amount Leased						
	Total			175,700	175,700		
Fed. Code	SOURCE OF FUNDS						
	Federal Receipts (See SA-15)						
	Program Receipts (See SA-15)						
	Inter-Agency Receipts						
	Special Fund			175,700	175,700		
	RESTRICTED GENERAL FUND						
	TOTAL			175,700	175,700		

For the Fiscal Year Ending June 30, 1971

Department: Public Works
 Division: Aviation
 Program: Anchorage
 International
 Airport

SUPPLEMENT - NEW POSITIONS

CLASSIFICATION TITLE (1)	FCN (2)	Pay Rge (3)	No. Sal. (4)	68-69			69-70 Actn.			1970-1971 ESTIMATED			Gov. Allowance			Ltr. Allow.		
				Annual Amount (5)	No. Pos. (6)	No. No. (7)	Annual Amount (8)	No. Pos. (9)	No. No. (10)	Annual Amount (11)	Increase (12)	No. Pos. (13)	No. No. (14)	Annual Amount (15)	No. Pos. (16)	No. No. (17)	Annual Amount (18)	
1 Auto. Equip. Operator I	-	11	680.					5	60	40,800	40,800							
2																		
3 Employee Benefits (12%)										4,896	4,896							
4																		
5																		
6																		
7																		
8																		
9																		
10																		
11																		
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23																		
24																		
25																		
26																		
SUMMARY																		
Permanent-Full-time Positions								5										
Permanent-Part-time Positions																		
Temporary (Full Time Equivalent)																		
Total 12 Months										60								
TOTAL AMOUNT										45,696	48,696							

SA-13A
 State of Alaska
 Dept. of Admin.
 Budget & Inv. Div.
 (Rev. 7/65)

REQUEST FOR NEW POSITION
 For the Fiscal Year Ending June 30, 1971

SUPPLEMENT

Department Public Works 13
 Division Aviation 5
 Program Anchorage 3
 International
 Airport

Position Title Auto. Equip. Operator I Range 11 Location Anchorage

Type of Position Permanent/ Full Time Reference: SA-13, line 1

Code (1)	EXPENDITURE BY OBJECT (2)	EXPENDITURES (3)	DETAIL OF RELATED EXPENSES (4)
	Personal Services	\$ 9,139	Annual Salary \$8,160; Employee Benefits \$979.00
	Travel		
	Contractual Services		
	Commodities		
	Equipment		
	TOTAL		

REASONING SUBSIDIATION:

(5)

Anchorage International Airport, by initiating its service of bussing passengers from distant aircraft parking areas to the Terminal Building, is in need of drivers for these buses. The personnel would be under the supervision of the Field Maintenance Supervisor and the Airport Management.

Classifying these positions as Auto. Equip. Operator I's (AEO I) would result in a two-fold benefit to the Airport and therefore the State. First of all, we would have the qualified personnel - familiar enough with equipment of this nature - to effect this transportation of passengers in the safest and most efficient manner. Secondly, because they would operate in close connection with the heavy equipment operators (AEO III's) in the Field Maintenance section, there would be the opportunity for training these drivers as back-up operators for our heavy equipment and eventually qualify them for promotion to AEO III. This, therefore, would provide for advancement possibilities that are so desirable in attracting qualified personnel for service, and because of their "on-the-job" training, here at the Airport, they could prove invaluable to the Airport and the State.

In addition to the standard requirements for this position, the personnel will be required to have a chauffeur's license.

A minimum of five AEO I's would be necessary for this operation per the following:

37 1/2 hours per week x 52 weeks per year	1950.0	Hours
15 Days per year x 7 1/2 Hours per day - Sick Leave	(112.5)	Hours
15 Days per year x 7 1/2 Hours per day - Annual Leave	(112.5)	Hours
	1725.0	Net Hours per man per year
365 Days per year x 7 1/2 hours per day =	2737.5	

Therefore: 1.6 Men per bus per year = 5 Men per year to maintain operation of three buses.

DETAILS OF EXPENDITURE - 400 COMMODITIES

For the Fiscal Year Ending June 30, 1971

Department	Public Works	15
Division	Aviation	5
Program	Anchorage	3
	International	
	Airport	

SUPPLEMENT

COMMODITY CLASSIFICATION	1968-69	1969-70	1970-1971 ESTIMATED			
	Actual	Authorized	Department Request	Increase (Decrease)	Governor's Allowance	Legislative Allowance
(2)	(3)	(4)	(5)	(6)	(7)	(8)
460 Clothing						
461 Fuel for Motor Construction						
462 Fuel (Other than for Motor Vehicles)						
463 Maintenance & Construction Materials						
464 Motor Veh. Parts, Supplies & Access.			10,000	10,000		
465 Professional & Scientific Supplies						
466 Stationery & Office Supplies						
467 Other Supplies, Materials & Parts						
468 Outstanding Encumbrances (Col. 3)						
TOTAL			10,000	10,000		

EXPENDITURE REQUEST - COST ANALYSIS

	Current Level	Program Increase	Total
460	-0-	10,000	10,000
461			
462			
463			
464			
465			
466			
467			
468			
TOTAL	-0-	10,000	10,000

EXPENDITURE REQUEST - NARRATIVE ANALYSIS

460 - Motor Vehicles Parts, Supplies & Accessories

Gas and Oil consumption by three buses will make up the major portion of this account, considering that they will be operating every day of the year. And, although the buses will be new, an effective program of maintenance to insure their continued dependable performance must be available at all times. Therefore, an additional sum for replacement parts and/or repair expenses has been added.

DETAIL OF EXPENDITURES-400 EQUIPMENT
For the Fiscal Year Ending June 30, 1971.

Department: Public Works
Division: Aviation
Program: Anchorage
International
Airport

SUPPLEMENT

Code (1)	EQUIPMENT CLASSIFICATION (2)	1968-69	1969-70	1970-1971 ESTIMATED			
		Actual (3)	Authorized (4)	Department Request (5)	Increase (Decrease) (6)	Governor's Allowance (7)	Legislative Allowance (8)
510	Vehicles, Buses, Airplanes			120,000	120,000		
520	Office Furniture & Equipment						
530	Equipment Peculiar to the Program						
540	Shop & Maintenance Equipment						
550	Other Equipment						
	Outstanding Encumbrances (Col. 3)						
	TOTAL			120,000	120,000		

ANALYSIS OF EQUIPMENT REQUEST

ITEM NO.	DESCRIPTION OF EQUIPMENT	EQPT. CODE	NO. UNITS	UNIT COST	TOTAL COST	COST ANALYSIS	
						CURR. LEV.	PROG. INC.
1	Buses - 125 to 150 Passenger Capacity - for transporting passengers from distant aircraft parking areas to the Terminal Building	510	3	40,000	120,000		120,000

engineering work done and the land clearance on time. Mr. Strandberg felt it would be a mistake to push ahead on the others, but in the case of the Bethel airport, it is one of the most critical airports in the state. Mr. Croft asked how it compares with Cordova, and Mr. Strandberg said that in Bethel you cannot even use jets in the summer, only when it is frozen, and a 4,000 foot runway is just not enough.

Mr. Croft asked about the completion date for the Bethel airport and Mr. Strandberg said it was originally October 31, 1971, but now they figure by this coming fall. He said if it wasn't entirely finished, there would be very little left to do in the spring. They will widen the old strip and blacktop the whole thing.

HB 527: Mr. Croft brought up HB 527 (Appropriation for International Airports) and the request for the shuttle buses which had been discussed in an earlier meeting. [p. 733 - House Minutes] Mr. Strandberg explained that these buses are to get the passengers off these international flights [while these planes are re-fueling] into the terminal. Many of these planes will be forced to stay out on the apron since there will not be enough room for them to pull into the area near the terminal building. Since these planes will be carrying 300-400 passengers, Mr. Strandberg said there was no way they could have these people wandering around on the runway. These shuttle buses are similar to ones they use in Europe; they carry about 120 passengers, and they are mostly for standing up. They are covered and therefore when the weather is inclement, this will also be helpful.

Mr. Croft wondered if they would only be used for international

flights and Mr. Strandberg thought they would be able to use them for domestic flights if and when necessary. He noted that consideration is being given that Anchorage may be the clearing house of people going through customs and this will be another reason to get the passengers into the terminal. He said the way things are moving in Anchorage with the increased international flights for all the airlines, they simply have to be prepared for this type of thing and that is why they are requesting these buses now. He said these buses will be used strictly for those planes that must stay out on the apron. [Mr. Strandberg proceeded to draw a diagram showing the members the distance from the apron to the terminal]. He estimated on these 747's it would take 3 buses to bring in all the passengers off of one plane. He said these are common all over Europe and are beginning to be used in some of the larger airports in the United States. He emphasized to the committee that these are not elaborate buses; they are strictly functional.

HB 476: Mr. Hohman asked Mr. Strandberg for information on HB 476 (Appropriating \$54,500 from the General Fund to the Department of Public Works to reimburse 1966 ferry bond construction fund for unprogrammed work on the Auke Bay-Hoonah ferry terminal facilities). Mr. Strandberg said they had used money out of the ferry bond fund to build the terminal in Hoonah, and to make certain repairs to the one in Auke Bay so that the old Chilkat ferry [that had previously been on the Valdez-Cordova run] could tie up out there. He said they normally would do this out of their operating program; however, they are on too tight a budget now and this came up too late to handle it in another manner. They are now holding up money for other programs in the ferry fund until they are reimbursed for this. Mr. HOhman asked for a breakdown on this [see bill file on HB 476].

Adjourned: Meeting adjourned at 4:30 p.m.

AB59

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Adjourned: Meeting adjourned at 4:30 p.m.

STATE OF ALASKA

WILLIAM A. EGAN, Governor

DEPARTMENT OF PUBLIC WORKS

OFFICE OF THE COMMISSIONER / POUCH Z — JUNEAU 99801

January 21, 1971

The Honorable George H. Hohma
Chairman Finance Committee
Alaska State House of Representatives
Pouch "V" State Capitol Building
Juneau, Alaska 99801

Re: House Bill 59

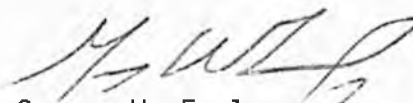
Dear Representative Hohman:

Reference is made to House Bill 59 requesting an appropriation of \$175,700.00 to provide an in-port passenger bus system at the Anchorage International Airport.

The sum of \$175,700.00 was appropriated for this purpose under Chapter 141, SLA 1970, however, the statute contained a statement "for the fiscal year ending June 30, 1970." This statement placed the funds in a category the same as operational funds which lapsed June 30, 1970 if not spent. There was no way the funds could be obligated and encumbered between the effective date of the statute May 21, 1970 and June 30, 1970.

Inasmuch as the bill was written in error for a capital project, the error should be corrected by passage of House Bill 59.

Sincerely,



George W. Easley
Commissioner

cc: Mr. Harry A. Wakefield, Jr.
Director
Division of Aviation

STATE OF ALASKA

WILLIAM A. EGAN, Governor

DEPARTMENT OF PUBLIC WORKS

OFFICE OF THE COMMISSIONER

POUCH Z — JUNEAU 99801

February 3, 1971

The Honorable George H. Hohman
Chairman House Finance Committee
Alaska State House of Representatives
Pouch "V" State Capitol Building
Juneau, Alaska 99801


Re: House Bill 59

Dear Representative Hohman:

In a recent memo we requested that you cut the fund in House Bill 59 from \$175,000.00 to \$100,000.00. This would provide two (2) buses for the Anchorage International Airport.

Each bus will require 1.6 men per year. Two (2) buses will require an estimated 3.2 men per year, and therefore one (1) position could be eliminated from the five (5) positions requested for a total cost of \$11,500.00. The estimate is based on the attached calculations.

Sincerely,


Harold D. Strandberg
Deputy Commissioner

Attachment

House Bill 59

Per Employee

3 1/2 hrs per week x 52 weeks per year
15 days per year x 7 1/2 hrs per day - 112.5 hours
15 days per year x 7 1/2 hrs per day - 112.5 hours

1950 hours
112.5 hours
1725 net hours

365 days per year x 7 1/2 hrs per day = 2737.5 hours

2735.5 hrs ÷ 1725 net hours = 1.6 men per year

2 hours x 1.6 men = 3.2 men per year

3 hours x 1.6 men = 4.8 men per year

5 men were requested for the 3 hours

4 problems needed - 1 can be cut plan costs

Auto Equip operation - 720 hrs x 12 men plan 17% benefit = 10,789
Management contract
Repairs & maintenance
Fuel

500
96

\$11,505

Prepared by House Finance Committee Staff -- 1/21/71

Introduced: 1/15/71
Referred: State Affairs and
Finance

1 IN THE HOUSE

BY THE RULES COMMITTEE BY
REQUEST OF THE GOVERNOR

2 HOUSE BILL NO. 59

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 SEVENTH LEGISLATURE - FIRST SESSION

5 A BILL

6 For an Act entitled: "An Act appropriating to the Department of Public
7 Works; and providing for an effective date."

8 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

9 * Section 1. The sum of \$175,700 is appropriated from the International
10 Airport Revenue Fund to the Department of Public Works, Division of
11 Aviation, for unfunded operating costs to provide an in-port passenger bus
12 system at the Anchorage International Airport, for the fiscal year ending
13 June 30, 1971.

14 * Sec. 2. This Act takes effect on the day after its passage and
15 approval or on the day it becomes law without approval.

16
17 COMMENTS ON HB 59

18
19 On January 13, 1970, the Department of Public Works trans-
20 mitted a memorandum to the Governor requesting authority to
21 submit a budget to the Legislature to inaugurate an in-port
22 passenger bus system at the Anchorage International Airport.
23 The cost of the buses, related personnel and operating
24 expenses was estimated at \$175,700.00. In the confusion of
25 assembling budget materials this request was handled by the
26 administration as a supplemental budget request and combined
27 with another supplemental for the Anchorage and Fairbanks
28 airports. These two requests became Chapter 141, SLA 1970,
29 with an effective date of May 21, 1970; however, the monies
were appropriated only for the period ending June 30, 1970.

Since there was little more than a month between the effective
date of the appropriation and the end of the fiscal year it
was not possible to arrange for the purchase of the buses and
the operation of the system under the appropriation. (A memoran-
dum of August 14, 1970, from Public Works to the Division of
Budget Management requested administrative authorization to
expend the appropriated funds for the authorized purpose.) As
a result, funds available for the in-port bus system are said
to have lapsed.

The supplemental request contained in this bill is apparently
the sum required to cover unfunded operating costs of the in-
port passenger bus system for the current fiscal year and as
such it supposedly replaces funds contained in the lapsed
appropriation of last year. With regard to this supplemental
the committee might wish to question Budget and Management
verifying the lapse of the appropriation.

Introduced: 1/15/71
Referred: State Affairs and
Finance

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IN THE HOUSE

BY THE RULES COMMITTEE BY
REQUEST OF THE GOVERNOR

HOUSE BILL NO. 59

IN THE LEGISLATURE OF THE STATE OF ALASKA
SEVENTH LEGISLATURE - FIRST SESSION

A BILL

For an Act entitled: "An Act appropriating to the Department of Public
Works; and providing for an effective date."

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

* Section 1. The sum of \$175,700 is appropriated from the International
Airport Revenue Fund to the Department of Public Works, Division of
Aviation, for unfunded operating costs to provide an in-port passenger bus
system at the Anchorage International Airport, for the fiscal year ending
June 30, 1971.

* Sec. 2. This Act takes effect on the day after its passage and
approval or on the day it becomes law without approval.



RECORDS CERTIFICATION



I, the undersigned, an employee of the State of Alaska, do hereby certify that the microfilm images on this microform are accurate reproductions of the original records of the State of Alaska as accumulated during the regular course of business, and that it is the established policy and practice of this State to microfilm its records and to dispose of the original records after microfilm reproductions have been made.

James D. Smith
Signature of Camera Operator

4/4/89
Date

Committee Report

Ref. 2/16/71

Fur. Ref. Finance

S E N A T E

March 9, 1971 Date

Mr. President:

The Committee on STATE AFFAIRS has had HB 59
(Bus/Anchorage Airport)
under consideration. A majority of the members of the Committee

- recommends it do pass
- recommends it do not pass
- recommends it do pass with attached amendment(s)
- recommends it be replaced with CS for _____ and that
CS for _____ do pass
- (and) recommends it be referred to the _____
committee
- reports it back without recommendation
- (other) _____

MEMBERS SIGNING THE MAJORITY REPORT:

[Signature] _____

[Signature] _____

[Signature] _____

[Signature] _____

MEMBERS NOT CONCURRING IN THE MAJORITY REPORT:

Bill Ray recommends: NO, REC.

_____ recommends:

_____ recommends:

_____ recommends:

_____ recommends:

[Signature]
CHAIRMAN

STATE OF ALASKA

WILLIAM A. EGAN, Governor

DEPARTMENT OF PUBLIC WORKS

OFFICE OF THE COMMISSIONER

POUCH Z - JUNEAU 99801

February 8, 1971

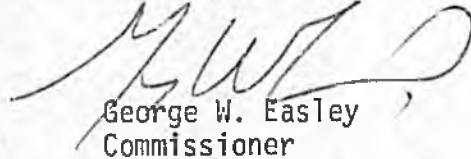
The Honorable John Butrovich
Alaska State Senate
Chairman, Senate Finance Committee
Pouch "V"
Alaska State Office Building
Juneau, Alaska 99801

Re: House Bill No. 59

Dear Senator Butrovich:

Enclosed for the use of your committee is the original and six copies of Fiscal Notes which explain the need for the appropriation under House Bill No. 59.

Sincerely,



George W. Easley
Commissioner

cc: Budget and Management

Committee Report

S E N A T E

_____ Date

Mr. President:

The Committee on FINANCE has had HB 59
(Bus/Anchorage Airport)
under consideration. A majority of the members of the Committee

- recommends it do pass
- recommends it do not pass
- recommends it do pass with attached amendment(s)
- recommends it be replaced with CS for _____ and that
CS for _____ do pass
- (and) recommends it be referred to the _____
committee
- reports it back without recommendation
- (other) _____

MEMBERS SIGNING THE MAJORITY REPORT:

[Handwritten Signature] _____

[Handwritten Signature] _____

[Handwritten Signature] _____

[Handwritten Signature] _____

MEMBERS NOT CONCURRING IN THE MAJORITY REPORT:

- _____ recommends:
- _____ recommends:
- _____ recommends:
- _____ recommends:
- _____ recommends:

_____ CHAIRMAN

The Legislature of the State of Alaska
FISCAL NOTE

COPIES: 1 THE CHAIRMAN OF THE COMMITTEE MAKING THE REQUEST
6 THE HOUSE FINANCE COMMITTEE STAFF
7 THE SENATE FINANCE COMMITTEE STAFF
1 THE DIVISION OF BUDGET & MANAGEMENT
1 RETAIN A COPY FOR YOUR FILES

Subject Anch Airport Busses HB 59 SB
 requested by Chairman, House Finance Committee
 referred to Department of Public Works date of request _____
 completion date requested _____ date received _____

EXPENDITURE DETAIL	FY 71	FY 72	FY
100 PERSONAL SERVICES	\$	\$ 40,400	\$
200 TRAVEL			
300 CONTRACTUAL SERVICES		2,300	
400 COMMODITIES		3,200	
500 EQUIPMENT	100,000		
600 LAND AND STRUCTURES			
700 GRANTS, CLAIMS & SHARED REVENUE			
TOTAL	\$ 100,000	\$ 45,900	\$

FUNDING DETAIL			
FEDERAL RECEIPTS	\$	\$	\$
SPECIAL FUNDS-Airport Revenue Funds	100,000	45,900	
UNRESTRICTED GENERAL FUND RECEIPTS			

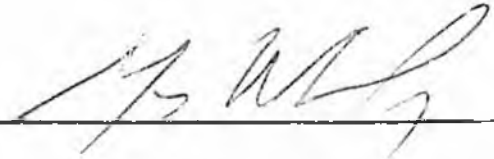
Man Months
 Permanent Positions
 Temporary Positions

FISCAL ANALYSIS Money is available from International Airport Revenue Fund. This amount was appropriated by last year's legislation (HB-527) and became 1970 SLA Chapter 141. The effective date, May 21, 1970, was so late that the department was unable to formulate specifications and ask for bids before June 30, 1970, when the funds lapsed. Attached is a copy of the original request outlining the reasons for the appropriation.

We now propose to purchase only two busses and do not expect delivery until approximately July 1, 1971. The funds that have been requested for the third bus and the cost of personnel services for the 5 bus drivers can be deleted from the original cost of \$175,000 leaving a balance of \$100,000 to pay the estimated cost of the busses.

With only two busses proposed, one position can be abolished. Each bus will require 1.6 men per year for a seven day schedule where annual and sick leave time must be considered. Therefore 4 positions would have to be maintained.

DATE 2/4/71

SIGNATURE 

NAME & TITLE George W. Easley, Commissioner

MEMORANDUM

State of Alaska

TO: The Honorable Keith B. Miller
Governor
State of Alaska

DATE : January 13, 1970

FROM: Mr. Harold D. Strandberg
Commissioner
Department of Public Works

SUBJECT: Budget Request
Anchorage International
Airport

It is in the best interests of the State to submit the enclosed budget to this Legislature for an appropriation to inaugurate a passenger bus system at the Anchorage International Airport. A bus system is urgently required to alleviate the acute shortage of holding gates and hydrant facilities around the main terminus, wherein passengers must be transported to the terminal from distant locations.

Carrying passengers to and from their flights has long been an industry practice, and the system is in use throughout the world. Tentatively, we require three buses, with a minimum capacity of 125 passengers. These buses are required a minimum of eight hours per day to handle several peak loads throughout the day. Exact expenditures are shown on the attached copy of the budget.

Of significant note is the growth rate of our airport. For instance:

- Total passengers in FY 1969 increased by 32%.
- Total "through" passengers in FY 1969 increased by 54.9%.
- Landing fees in FY 1969 increased by 37%.
- Airport revenues in FY 1969 increased by 34%.
- Net operating income in FY 1969 increased by 42%.
- Total expenditures during the same period rose only 16.9%, which we feel is highly commendable.

Expo 70 in Japan will have a profound effect on the operation of Anchorage International Airport, and we visualize a tremendous increase in air carrier traffic, unforeseen until recent weeks. This conclusion has been reached by confidential company aircraft schedules recently made available to us. Many of the international carriers are doubling and tripling the amount of flights per week. One company, for instance, who currently operates only one or two flights a week through the airport, is proposing to raise their flight frequency to approximately 120 per month. In essence, information from reliable sources indicates maximum saturation of all facilities is at hand, and it is imperative that the State immediately prepare for what indicates to be a veritable onslaught of passengers and aircraft.

M E M O R A N D U M

The Honorable Keith H. Miller
Governor

January 13, 1970

- 2 -

Funding for this service is available from the International Airport Fund. Taking into consideration the proposed Capital Improvement Program for FY 70-71 and this request, our estimates indicate there will remain a balance of approximately \$700,000 in the fund for emergencies.

Your consideration of this request will assist in curing a passenger problem now being experienced by all the major airports of the world.

Encl.

cc: Mr. Richard W. Freer
Director
Division of Budget and Management
w/copy of budget

The Legislature of the State of Alaska
FISCAL NOTE

COPIES: 1 THE CHAIRMAN OF THE COMMITTEE MAKING THE REQUEST
6 THE HOUSE FINANCE COMMITTEE STAFF
7 THE SENATE FINANCE COMMITTEE STAFF
1 THE DIVISION OF BUDGET & MANAGEMENT
1 RETAIN A COPY FOR YOUR FILES

Subject Anch Airport Busses HB 59 SB
 requested by Chairman, House Finance Committee
 referred to Department of Public Works date of request _____
 completion date requested _____ date received _____

EXPENDITURE DETAIL	FY 71	FY 72	FY
100 PERSONAL SERVICES	\$	\$ 40,400	\$
200 TRAVEL			
300 CONTRACTUAL SERVICES		2,300	
400 COMMODITIES		3,200	
500 EQUIPMENT	100,000		
600 LAND AND STRUCTURES			
700 GRANTS, CLAIMS & SHARED REVENUE			
TOTAL	\$ 100,000	\$ 45,900	\$

FUNDING DETAIL			
FEDERAL RECEIPTS	\$	\$	\$
SPECIAL FUNDS-Airport Revenue Funds	100,000	45,900	
UNRESTRICTED GENERAL FUND RECEIPTS			

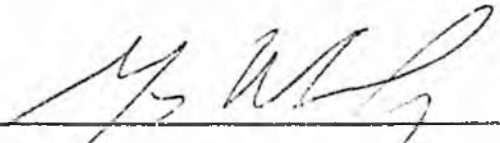
Man Months _____
 Permanent Positions _____
 Temporary Positions _____

FISCAL ANALYSIS Money is available from International Airport Revenue Fund. This amount was appropriated by last year's legislation (HB-527) and became 1970 SLA Chapter 141. The effective date, May 21, 1970, was so late that the department was unable to formulate specifications and ask for bids before June 30, 1970, when the funds lapsed. Attached is a copy of the original request outlining the reasons for the appropriation.

We now propose to purchase only two busses and do not expect delivery until approximately July 1, 1971. The funds that have been requested for the third bus and the cost of personnel services for the 5 bus drivers can be deleted from the original cost of \$175,000 leaving a balance of \$100,000 to pay the estimated cost of the busses.

With only two busses proposed, one position can be abolished. Each bus will require 1.6 men per year for a seven day schedule where annual and sick leave time must be considered. Therefore 4 positions would have to be maintained.

DATE 2/4/71

SIGNATURE 

NAME & TITLE George W. Easley, Commissioner

FORM 5A, 10

MEMORANDUM

State of Alaska

TO: The Honorable Keith H. Miller
Governor
State of Alaska

DATE : January 13, 1970

FROM: Mr. Harold D. Strandberg
Commissioner
Department of Public Works

SUBJECT: Budget Request
Anchorage International
Airport

It is in the best interests of the State to submit the enclosed budget to this Legislature for an appropriation to inaugurate a passenger bus system at the Anchorage International Airport. A bus system is urgently required to alleviate the acute shortage of holding gates and hydrant facilities around the main terminus, wherein passengers must be transported to the terminal from distant locations.

Bussing passengers to and from their flights has long been an industry practice, and the system is in use throughout the world. Tentatively, we require three buses, with a minimum capacity of 125 passengers. These buses are required a minimum of eight hours per day to handle several peak loads throughout the day. Exact expenditures are shown on the attached copy of the budget.

Of significant note is the growth rate of our airport. For instance:

- Total passengers in FY 1969 increased by 32%.
- Total "through" passengers in FY 1969 increased by 54.9%.
- Landing fees in FY 1969 increased by 37%.
- Airport revenues in FY 1969 increased by 34%.
- Net operating income in FY 1969 increased by 42%.
- Total expenditures during the same period rose only 16.9%, which we feel is highly commendable.

Expo 70 in Japan will have a profound effect on the operation of Anchorage International Airport, and we visualize a tremendous increase in air carrier traffic, unforeseen until recent weeks. This conclusion has been reached by confidential company aircraft schedules recently made available to us. Many of the international carriers are doubling and tripling the amount of flights per week. One company, for instance, who currently operates only one or two flights a week through the airport, is proposing to raise their flight frequency to approximately 120 per month. In essence, information from reliable sources indicates maximum saturation of all facilities is at hand, and it is imperative that the State immediately prepare for what indicates to be a veritable onslaught of passengers and aircraft.

MEMORANDUM

The Honorable Keith H. Miller
Governor

January 13, 1976

- 2 -

Funding for this service is available from the International Airport Fund. Taking into consideration the proposed Capital Improvement Program for FY 70-71 and this request, our estimates indicate there will remain a balance of approximately \$700,000 in the fund for emergencies.

Your consideration of this request will assist in curing a passenger problem now being experienced by all the major airports of the world.

Incl.

cc: Mr. Richard W. Freer
Director
Division of Budget and Management
W/copy of budget

Introduced: 1/15/71
Referred: State Affairs and
Finance

BY THE RULES COMMITTEE BY
REQUEST OF THE GOVERNOR

1 IN THE HOUSE

2 HOUSE BILL NO. 59

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 SEVENTH LEGISLATURE - FIRST SESSION

5 A BILL

6 For an Act entitled: "An Act appropriating to the Department of Public
7 Works; and providing for an effective date."

8 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

9 * Section 1. The sum of \$100,000 is appropriated from the International
10 Airport Revenue Fund to the Department of Public Works, Division of
11 Aviation, for unfunded operating costs to provide an in-port passenger bus
12 system at the Anchorage International Airport, for the fiscal year ending
13 June 30, 1971.

14 * Sec. 2. This Act takes effect on the day after its passage and
15 approval or on the day it becomes law without approval.

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