

South-
eastern
Conference

Southeastern Conference

February 11, 1982

Attendees Rep. Stetler

Rep. Sattliff

Rep. Cato

Rep. Moss

Rep. Zharraff

Rep. Duncan

Rep. A. Bond

Guests: Rep. Hagen

at the Southeast Conference

Policy statements for air, Marine SE Alaska discussion

① Establish Permanent Airport in all communities

< See Policy Statement >

② Master Plan "location of Facilities - Proposed future expansion"

③ Emergency Landing Strips - Logging road expanded for strip

Marine -

Marine Hwy be setup

Support

Prime Airport facility - South Terminal - increase frequency of rail options in SE.

< Rep. Sattliff requests State Section AA to look into? >

? DOT encouraging Native Corporations to develop emergency landing strips

Ahead - I don't see how we can put concentrated efforts into this, while there are substandard airports in the Central and Northern areas of the state.

HR 80 March 8-B Yukon territorial legislature will meet with Alaska Legislature - would be a good time to SE Conference. Speak with Canadians

Rep Hange - All we are asking is the state to request for it
Seems to leave strips intact and not rip them up
and "Lay + leave to rest."

Rep Seckliff - Could we set up an advisory council
- We feel the ferry is a bastard child of dot,
- We need a state department

Rep Hange - we need professional Management.
- long range plan - needs to be run like a business

52 Conf - We are encouraging the state look at more land based
travel and less marine

Check out if - southern terminus is in Prime Forest
World Alaska loose out on federal funds (only link with
South 48.

70 Perry's Comments - Set up authority

THE SOUTHEASTERN CONFERENCE

P.O. Box 29
Douglas, AK 99824
Phone: 586-6846



January 7, 1982

Representative Bette M. Cato
Chairman
Transportation Committee
House of Representatives
Pouch V
Juneau, AK 99811

Dear Representative Cato:

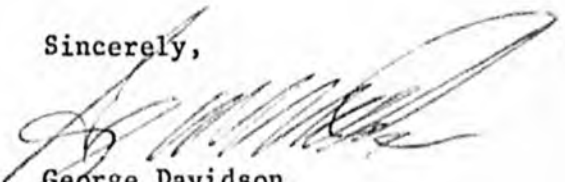
Attached find a copy of a letter sent to Marvin Taylor, Chairman of the Alaska Transportation Planning Council, which incorporates some of our concerns on transportation.

I am also enclosing that portion of our 1981 policy statement on transportation adopted at the Conference's annual meeting in Sitka.

The Board of Directors of the Southeastern Conference will be meeting in Juneau February 10 and 11. We would welcome the opportunity of meeting with you and the members of the Transportation Committee to discuss our concerns on transportation either February 10 or 11, at such time as would be convenient with you. You may call me at 789-2152 once you know what your schedule will permit.

We will be hosting our annual Legislative Dinner the night of February 10 and wish to invite you and the members of the committee to attend. We will be furnishing you with additional details at a later date.

Sincerely,



George Davidson
President

Enclosures

cc: Representatives Abood, Metcalfe, Sutcliffe,
Duncan, Zharoff, and Moss

President	George Davidson
First Vice President	Sunny Hicks
Second Vice President	Robert Messeguee
Lobbyist	Phil Holdsworth

An Association of Southeast Alaska Communities

SOUTHEASTERN CONFERENCE 1981-82 POLICY STATEMENT

TRANSPORTATION

AIR

The Southeastern Conference encourages the state to continue funding the aviation projects in Southeast Alaska until all communities have airports.

The Southeastern Conference encourages the state to prepare a master plan for each state-owned airport in Southeast Alaska.

The Southeastern Conference encourages the state to develop an aviation safety program to include development of a network of emergency landing strips throughout Southeast Alaska and to include in the safety program an improved instrument approach facility at all major airports.

MARINE

The Southeastern Conference requests that the state consider a transportation system comprised of a combination of marine and land components to better serve Alaskans and to begin such program by relocating the southern terminus of the marine highway system to Prince Rupert.

The Conference feels the present system suffers from a lack of response and concern by many Marine Transportation employees and that this lack results in poor service, impolite responses to public needs, lack of adequate distribution of information and poor utilization of the Marine Transportation equipment.

We encourage the state to rectify the attitude of the Marine Transportation employees.

The Conference also feels that the facilities provided for rest accommodations on the LeConte and Aurora are inadequate for the length of its run and we encourage the state to improve the seating and other rest facilities on these ferries and that at such time as refurbishment takes place on these ferries, lifts be added to accommodate the elderly and handicapped.

The Conference feels that the state should encourage or require all Marine Transportation employees to reside in Alaska.

The Southeastern Conference requests that fares on the Marine Highway System be reduced to more fairly represent the relative cost of like travel by vehicle.

The Conference recommends that the Marine Highway System be taken out of the Department of Transportation and a separate Marine Highway Authority be created with representation from each district served by the system.

LAND

The Conference encourages the reservation of right-of-way corridors throughout Southeast Alaska to connect with inland highway systems and we encourage the early construction of the

Wrangell-Petersburg Aarons Creek Highway project.

We further encourage a road-building program based on comparing long-term cost between highway development and ferry operations and maintenance. We further feel that by definition, a ferry system should be used only to connect one road system to another and encourage the state of Alaska to invest in further road systems in Southeast Alaska where practicable. Also, we call to the need to know the social/economic impacts on the communities.

The Southeastern Conference further encourages improvements for travel in Southeast Alaska communities through the construction of the following specific projects:

- a) The Ketchikan Airport bridge
- b) The Juneau Airport causeway
- c) The Sitka-Katlai Bay road
- d) The Wrangell Pats Creek project
- e) Petersburg Main Street improvements
- f) Cordova Woodshed Road project improvements and paving

THE SOUTHEASTERN CONFERENCE

P.O. Box 29
Douglas, AK 99824
Phone: 586-6846



December 8, 1981

Mr. Marvin P. Taylor
Chairman
Alaska Transportation Planning
Council
Pouch Z
Juneau, Alaska 99811

Dear Mr. Taylor:

We solicit your support of the Southeastern Conference's Policy Statement on Transportation (copy enclosed).

We would further request that the Governor's Office on Satellite Communication be urged to help develop a State Satellite Communication system for aircraft that utilizes existing VHF aircraft radios.

We seek your help in supporting the construction of airfields in all Southeast Alaska communities with a definite time schedule to be provided by DOT and funding requested through the Governor's Office as well as the legislature in order to accomplish this within the next 10 years.

We ask that the Transportation Planning Council request either the U. S. Forest Service or the State of Alaska to upgrade the existing runway at Bradfield Canal which supports the Tye Lake Hydro project.

We request that the Governor's Office contact the Canadian Customs office in Vancouver and request customs coverage for the Stewart, B. C. airport.

Many times float planes cannot land in Hyder because of high wave conditions in Portland Canal. At other times, ice is a

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problem. There is no secure place to tie up float or amphibious planes. Yet, less than one mile from Hyder in Stewart, B. C. exists a paved runway which wheel and amphibious airplanes could utilize year round as the Canadians keep it cleared of snow in the winter. At the present time, the Canadian Customs will not clear aircraft to take passengers to Stewart, B. C. without flying from Ketchikan to Prince Rupert and then to Stewart. This extra portion of the trip generates over 50 minutes of additional flying time which translates into additional cost for the customer and operator.

This could be avoided as Canadian Customs' personnel are present at Stewart and the aircraft and passengers could be cleared in Stewart.

We are urging a greater cooperative effort by the Canadian Customs to allow aircraft and passengers who are going to Hyder to be cleared at Stewart. This would help the mining exploration companies in Canada and the United States, air transportation companies, and the citizens of both Hyder and Stewart, as well as promote tourism. We hope this kind of cooperation could be accomplished as soon as possible.

We would further urge that you request through the Governor's Office the continued funding of the Alaska Aviation Safety Foundation.

Thank you in advance for any support you can give us.

Sincerely,

George Davidson
President

cc: Linda Deegan
Alaska Air Carriers Assoc.

Senate Transportation Committee
House Transportation Committee