

S B

30

STATE OF ALASKA  
PRELIMINARY STATEMENT OF FISCAL IMPACT

SIP  
pls send copy  
to Senate  
Transportation  
→ return to me.  
GB.

Bill No: SB 30 Date on Bill: \_\_\_\_\_  
Title: An appropriation to DOT/PF for access, highway and har  
in Whittier.

Sponsor: \_\_\_\_\_  
Requestor: Fischer

1. Estimate fiscal impact on:

a. Expenditures:

(Thousands of Dollars)

			FY 84	FY 85	FY 86	FY 87		
Capital								
Operating								
Total			-0-	-0-	1,800.0			

b. Revenues:

Revenue								
---------	--	--	--	--	--	--	--	--

2. Source of funds to offset fiscal impact of bill:

Not identified by the sponsor

3. Assumptions: (See Attached Analysis)

4. Disclaimer:

This statement has not been reviewed by the OMB in the Office of the Governor.  
It therefore does not represent the final estimate of fiscal impact.

Prepared By: Wayne Weeks Phone: 465-4070  
Division: DOT/PF, Planning & Programming Date: \_\_\_\_\_

Approved by Commissioner:  Date: 3-2-83  
Department: Department of Transportation & Public Facilities

5. Distribution:  
Original to Legislative Finance  
Copy to OMB  
Copy to Sponsor  
Copy to Requestor

## III. ANALYSIS (cont'd)

The Shotgun Cove Road Location and Design Study Report was received January 23, 1982, and gave a total cost in 1983 dollars of \$34.1001 million rather than the \$34.8 million reported in a previous Legislative Request (12/82). This amount has been inflated at 10% to the construction years (1984 and 1985), resulting in a total cost of \$39.4 million. The \$39.4 million figure should be used in the bill rather than the uninflated estimate.

DOT/PF suggests that the wording of Section 1(3), line 20 be modified to include an analysis of the feasibility of moving the Whittier ferry dock to Shotgun Cove, and to include an economic analysis of the Shotgun Cove Development, including the road, small boat harbor, and ferry dock. The COE Reconnaissance Study done in 1979 did not have the benefit of current cost data for the road and harbor project. Therefore, its conclusions are now somewhat out of date and further study is needed. This study should be completed before the major repair work needed for the ferry dock is done.

The figure presented in FY'86 under maintenance and operations is for Shotgun Cove only, including the cost of equipment purchases.

Maintenance and operation for Whittier access improvements would not begin until FY'87.

## Shotgun Cove M &amp; O Operating Costs

FY 86		
100 -	\$103,200	Personnel
300 -	150,000	Contractual
400 -	39,200	Commodities
500 -	428,600	Equipment
600 -	1,078,000	Land and Structures
Total	<u>1,799,000</u>	

As the Department does not have any maintenance capability at Whittier at this time, \$1,078,000 has been added to purchase land and build a maintenance shed. These costs should be added to the appropriations bill rather than operating budget however.

Class	Item	Equipment Costs
		Cost
353H	Tractor with Wings, Ripper and Front Plow	\$182.9
338H	Loader with 4 yard Bucket	124.3
726J	1250 ton/hr blower attachment	95.1
860H	10 yard V-blade for blower	11.7
154E	3/4 ton 4 wheel drive Pickup	14.6
		<u>\$428.6</u>

STATE OF ALASKA  
PRELIMINARY STATEMENT OF FISCAL IMPACT

Bill No: SB 30 Date on Bill: January 18, 1983  
 Title: An appropriation to DOT/PF for access, highway and harbor improvement in Whittier.  
 Sponsor: \_\_\_\_\_  
 Requestor: Fischer

1. Estimate fiscal impact on:

a. Expenditures:

(Thousands of Dollars)

			FY 84	FY 85	FY 86	FY 87		
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Operating								
Total			-0-	-0-	1,800.0			

b. Revenues:

Revenue								
---------	--	--	--	--	--	--	--	--

2. Source of funds to offset fiscal impact of bill:

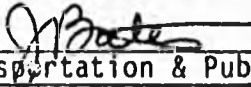
Not identified by the sponsor

3. Assumptions: (See Attached Analysis)

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Prepared By: Wayne Weeeks Phone: 465-4070  
 Division: DOT/PF, Planning & Programming Date: \_\_\_\_\_

Approved by Commissioner:  Date: 3-2-83  
 Department: Department of Transportation & Public Facilities

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2/15/83

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		<u>\$428.6</u>

Introduced: 1/18/83  
Referred: Transportation  
and Finance

Funding Information  
General Fund \$70,979,000  
Other Funds -0-  
\$70,979,000

1 IN THE SENATE

BY V. FISCHER

2

SENATE BILL NO. 30

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

THIRTEENTH LEGISLATURE - FIRST SESSION

5

A BILL

6

For an Act entitled: "An Act making appropriations to the Department of  
7 Transportation and Public Facilities for access,  
8 highway and harbor improvements in the Whittier area;  
9 and providing for an effective date."

10

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

11

\* Section 1. The sum of \$70,979,000 is appropriated from the general  
12 fund to the Department of Transportation and Public Facilities to be al-  
13 located as follows:

14

(1) \$35,679,000 for the construction of improvements to  
15 Whittier's access as set out in the Department of Transportation and Public  
16 Facilities report entitled "Whittier Transportation Options Study - 1980  
17 Alternative No. 1";

18

(2) \$34,800,000 for construction of a road from Whittier to  
19 Shotgun Cove;

20

(3) \$500,000 for designing a small boat harbor at Shotgun Cove.

21

\* Sec. 2. The appropriation made by this Act is for capital projects  
22 and is subject to AS 37.25.020.

23

\* Sec. 3. This Act takes effect immediately in accordance with AS 01.-  
24 10.070(c).

BACK-UP ON SB30

CONTACT GINGER  
Baim - 4954

FOR MORE INFO.

SB 30



# Alaska State Legislature

## Senate Committee on State Affairs

Vic Fischer, Chairman • 1024 W. 6th Ave., Suite 204 C,  
Anchorage, Alaska 99501  
(907) 278-3654

Official Business

To: All Interested Parties

From: Sen. Vic Fischer, Chair  
Parks and Recreation Subcommittee  
Senate Resources Committee

Date: September 29, 1982

Re: Prince William Sound Recreation

A handwritten signature in black ink, appearing to read "Vic Fischer".

The potential of Prince William Sound to help meet the recreation needs of Anchorage and the Railbelt area will be the subject of a public meeting and statewide teleconference on Friday, October 15, 2:00 to 5:00 p.m., (AST), at the Anchorage Legislative Information Office, 1024 West 6th Ave., (278-3661).

The scenic beauty and recreation potential of Prince William Sound have long been recognized. But few Alaskans or visitors have the opportunity to take advantage of these potentials due to limited access, lack of facilities, unavailability of land and high costs.

Recent and prospective developments give promise that the excellent recreation possibilities at Prince William Sound may become available to the majority of Alaskans. Major developments in the past year have been:

1. transfer of federal land in Chugach National Forest to private native corporations
2. final Forest Service recommendations on land management in the Chugach National Forest
3. state legislation introduced establishing the Alaska Marine Park system
4. recommendations of sites within the Sound for inclusion in the U.S. marine sanctuary program
5. initial settlement of New Chenega
6. appropriations passed for harbor development and improvement in communities within Prince William Sound

Testimony before the Senate Parks and Recreation Subcommittee will focus on recreation plans for Prince William Sound areas on the part of government agencies and private owners, Whittier access alternatives, provision of boat moorage and service facilities around Whittier and in other parts of Prince William Sound, recreational site development, provision of tourism services, and any other topics related to Prince William Sound recreation.

3  
The purpose of the meeting is to follow up on a similar public hearing held in December 1981 and to explore ideas and suggestions for use and development of this area for recreation, to examine how existing problems can be overcome, and to explore what state government can do to help achieve Prince William Sound recreation potential. Of special concern is the significant rise in search and rescue missions associated with the increasing number of people visiting the area.

Persons in the following communities should contact the nearest Legislative Information Office to arrange teleconference participation: Fairbanks, Valdez, Soldotna, Seward, Homer, Wasilla, and Kodiak. Teleconference participation for Cordova and Whittier will be through the Mayor's office.

Written comments are welcome and should be sent to Senator Vic Fischer, 1024 West 6th Ave., Suite 204-C, Anchorage, Alaska 99501. For further information contact Ginger Baim at 278-3654 or your local Legislative Information Office.

# STATE OF ALASKA

## DEPT. OF COMMUNITY & REGIONAL AFFAIRS

### DIVISION OF COMMUNITY PLANNING

JAY S. HAMMOND, GOVERNOR

REPLY TO:

POUCH B  
JUNEAU, ALASKA 99811  
(907) 465-4750

225 CORDOVA STREET, BLDG. B  
ANCHORAGE, ALASKA 99501  
(907) 264-2206  
(907) 264-2255

July 13, 1982

Mr. Orson Smith  
Corps of Engineers  
U.S. Dept. of the Army  
P.O. Box 7002  
Anchorage, Ak 99510

Dear Mr. Smith:

The Department of Community and Regional Affairs, Division of Community Planning is currently engaged in developing an updated comprehensive plan for the City of Whittier. As a part of this project this Division has completed an updated base map for the City, initiated a short term land use plan for the small boat harbor, conducted a community attitudinal survey, researched past studies and negotiated a preliminary land ownership arrangement for the Shotgun Cove area with the City, State Division of Parks and Chugach Natives, Inc. We were quite disheartened to learn that the Corps is not planning to follow up on the recent Shotgun Cove reconnaissance study. We understand that the Corps is concerned about making a substantial investment in the design of a small boat harbor which may not have overland access. As you are undoubtedly aware, access is a key issue for both the residents in Whittier and many of the 180,000 people in the Municipality of Anchorage who would like improved access to the Prince William Sound.

The development of Shotgun Cove was first raised by a Corps study in 1949. This study found conditions at the Cove to be favorable for development. As time past, Anchorage has grown into the major urban area of the State. Recreational use of the areas adjacent to Anchorage along existing transportation routes has reached the saturation point. As a result, pressure is being brought upon the State to open up new areas and improve existing access. In response to this demand the State has started a program of improvements to the Seward Highway which will greatly enhance access to the Portage area. An access study has been completed for the Portage and Whittier area. This was followed by funding to engineer and design a road between Whittier and Shotgun Cove and between the U.S. Forest Service Portage Visitor Center and Bear Valley. The engineering plans for the Shotgun Cove road should be complete by summer of 1983 and the Bear Valley road engineering work will likely be contracted this fall. Funding to begin construction of the Shotgun Cove road was proposed in the State Legislature this last session. Although it was not included in this year's capital budget, it likely will be proposed again next year. The four front running gubernatorial candidates have also expressed support for improved facilities and access to Whittier. Whittier's role as entryway for Anchorage to the Prince William Sound Area will be greatly enhanced as a result of this State activity.

Mr. Smith  
July 13, 1982  
Page 2

A delay by the Corps in designing the breakwater and harbor at Shotgun Cove could put this development out of phase with the above State efforts. Three years from now could see the State finishing construction of the road to Shotgun Cove. The recent settlement of the Chugach Natives' land claims in Prince William Sound means that this corporation, with its 12 million dollar cash payment, will be working to develop its resource base in the Sound. The corporation has plans to open in the summer of 1984 a tourist lodge at the Columbia Glacier. Whittier will serve as the main supply and headquarters for this enterprise.

Hopefully, the preceding overview of the activities and pressures for development directly affecting Whittier illustrates the need to proceed on the Shotgun Cove study as quickly as possible. Should you have any questions concerning our efforts on the behalf of Whittier or need of information about this region, please contact Gordon Lewis at this office. Gordon has been active in planning efforts in several Prince William Sound communities during the past two years and can be counted upon to provide assistance.

Sincerely,

*Lawrence H. Kimball, Jr.*

Lawrence H. Kimball, Jr.  
Director

cc: The Honorable Terry Miller  
Lieutenant Governor

The Honorable Bette Cato  
Alaska House of Representatives

The Honorable Jay Kerttula  
Alaska State Senate

✓ The Honorable Vic Fischer  
Alaska State Senate

The Honorable Ed Dankworth  
Alaska State Senate

The Honorable Don Gilman  
Alaska State Senate

Al Meiners, Department of Natural Resources  
Division of Parks

Mary Brown, Acting City Administrator  
City of Whittier

Edgar Blatchford, Chairman  
Chugach Natives, Inc.

Bill Sheffield  
Tom Fink  
Steve Cowper



Unique even in Alaska



## THE CITY OF WHITTIER

8 December 1981

Commissioner Robert Ward  
Department of Transportation  
and Public Facilities  
Pouch Z  
Juneau, Alaska 99811

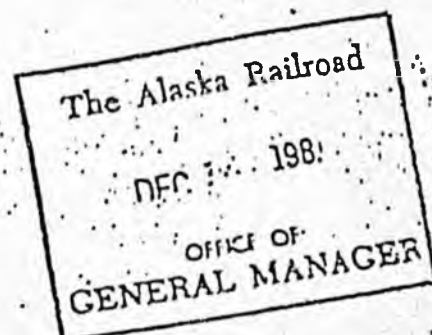
Re: \$85,000.00 Shuttle Track Changes Grant

Dear Commissioner Ward:

The matter of acceptance of the referenced \$85,000.00 Shuttle Track Changes Grant has come up at two Whittier City Council meetings and been tabled at both sessions. The reason for this has been frankly that Whittier did not have enough information about the grant, and the City Council wisely deferred the matter until I was able to make inquiries and obtain additional information concerning the grant.

We could not locate in our files any application for such funds. As it turned out the City of Whittier had never applied for such funds. Upon making inquiries to our State representatives, it was determined that we could not change the purpose of the grant to construction of facilities or improvements that was more to our choosing.

Last week I had a discussion with the Chief Engineer of the Alaska Railroad, Mr. Francis C. "Obie" Weeks, and traced down the grant application as having been made by the Alaska Railroad.



Letter to Commissioner Ward - 8 December 1981

(See letter to Commissioner Ward from Frank Jones, Alaska Railroad General Manager, dated 15 September 1981; see also letter to Senator Dankworth also from Mr. Jones dated 29 January 1981 at page 3, third paragraph.)

The manner in which the grant was issued appears to be very irregular. It is almost as if Whittier is being asked to "launder" funds given by the State to the Alaska Railroad - i.e. the Federal Government. This is not to deprecate the purpose of the grant, but only to call into question the manner of the grant issuance and the proposed mode of administration.

The City of Whittier does not wish to be placed in the position as a "spoiler" of a clearly beneficial public capital improvement. But neither does the City of Whittier want to be used as some sort of back door conduit for State subsidization of the Federal Government.

One of the fundamental precepts of a government of a free people is that the government must be fully accountable for public expenditures.

How can the City of Whittier be accountable for the expenditure of funds over which we have no say, for which we did not make application, which benefits a much broader class of the public than the City of Whittier itself, (e.g. Anchorage, State tourism, etc.) and which are merely passed through our hands with no discretion on Whittier's part?

Whittier is placed in a double bind by this predicament.

Letter to Commissioner Ward - 8 December 1981

If we accept the funds for pass through without raising questions, we may be discredited from applying for additional funds for some other railroad related project of our choosing in the future under the rationale that we have already received our due under the \$85,000.00 grant.

If we do not accept the funds for pass through, we are cast in the role of a spoiler, and thus discredited from applying for future funds because of our failure to cooperate.

I would appreciate any advice which you could offer to the City of Whittier with regards to this particular grant. I shall keep you posted of any actions by the City Council.

Thank you for your time and consideration.

Sincerely,



---

George E. Weiss  
Whittier City Manager

cc: Frank Jones, Alaska Railroad  
Senator Jay Kerttula  
Senator Ed Dankworth  
Representative Betty Cato  
Whittier City Council  
Senator Mike Colletta

~~FINNCE WILLIAM SENATOR~~

Sportsman's Inn

P. O. Box 698  
Whittier, Alaska 99693

March 3, 1981

Senator George Hohman  
Pouch V  
Juneau, Alaska 99811

Dear Senator Hohman:

I applaud your foresight to recognize the tremendous asset offered by the acquisition of the Alaska Railroad. The expansion of the rail system in Alaska is the key to future growth and stability of our economy.

Recognizing the fact that to be competitive in world markets we must have an efficient and economical transportation system, and in order to complete the efficiency of the system, we must have a deep water port connecting to the rail system. The Alaska Railroad owns a port such as this located in Whittier.

Under the auspices of the state, through the acquisition of the Alaska Railroad, create a Port Authority to develop the "Port of Alaska" which seems to be the most efficient and economical way to serve the majority in our quest to promote growth and development in the state.

There are three port locations currently connected by rail. Each of these locations have strategic and economic importance to the growth of the state. Therefore, each should be supported for their individual value.

In support of the port located in Whittier, I wish to point out certain comparisons which should be considered. First, the port in water depth is well over minimum requirements to handle deep draft ocean going vessels on any tide. Currently, facilities are being used to supply fuel to Fort Richardson from ocean going fuel tankers. Second, the port is ice free in winter and has half the tide action compared to Cook Inlet; and third, there is relatively no silting which wherefore would require virtually no dredging.

The development of the Port of Alaska will allow the vast resources of the interior to be exported to world markets by the most economical means - water and rail transportation. And by the same token, allow goods and materials to be imported on the same basis.

I hope that the foregoing will be considered and a rail authority, as well as a port authority be initiated. I strongly believe one authority without the other will limit the ultimate growth we seek in the development of our natural and renewable sources.

I'm not in your district, but I would appreciate hearing from you on the future progress of your bill.

Sincerely yours,

Rawson E. Knight

P.S. I'm taking the liberty of sending copies of this letter to Senators Kerttula and Dankworth.

SENATE STATE AFFAIRS  
STANDING COMMITTEE  
Sub-Committee on Parks and Recreation  
October 16, 1982  
2:00 p.m.

Members Present: Senator Vic Fischer

Members Absent: Senator Mike Colletta  
Senator Brad Bradley  
Senator Dick Eliason  
Senator Terry Stimson

COMMITTEE CALENDAR

Prince William Sound Teleconference Hearing.

WITNESS REGISTER

Mr. Don Dickey  
Director of the Division of Tourism  
9th Floor, State Office Building  
Pouch E  
Juneau, Alaska 99811  
465-2010  
Position Statement: Placed high importance on the recreational  
potential of Prince William Sound.

Mr. Reed Stoops  
Director of Research and Development  
for the Department of Natural Resources  
555 Cordova Street  
Pouch 7-005  
Anchorage, Alaska 99510  
276-2653  
Position Statement: Spoke in reference to status of the land  
distribution in Prince William Sound.

Mr. Rodger Burggraf  
SR Box 20086  
Fairbanks, Alaska 99701  
479-2596  
Position Statement: Spoke in favor of Marine Parks in Prince  
William Sound.

Mr. John Allen  
President of a Native Corporation  
(no address or phone provided)  
Valdez, Alaska 99686  
Position Statement: Spoke in support of Marine Parks in Prince  
William Sound and does not anticipate a  
Native Lands lock-up in the sound.

Mr. Stan Moberly  
Director of the Fisheries Enhancement Rehabilitation  
FRED Division  
P.O. Box 3-2000  
Juneau, Alaska 99801  
465-4160

Position Statement: Gave the specifics and status of fisheries enhancement in Prince William Sound.

Mr. Tom Scott  
Southern Emergency Medical Services  
1135 West 8th, #7  
Anchorage, Alaska 99501  
274-3651

Position Statement: Explained the Emergency Medical Services functions.

Mr. Ron Larkin  
Director of the  
Emergency Medical Services  
(no address or phone provided)

Position Statement: Spoke in reference to providing emergency medical care in Prince William Sound.

Mr. Stan McCalister  
Department of Transportation and  
Public Facility  
Pouch 6900  
Anchorage, Alaska 99502  
266-1455

Position Statement: Spoke on the current status of the Whittier Access Option Study.

Mr. Bill Coghil  
Manager of Planning  
Alaska Railroad  
Pouch 7-211  
Anchorage, Alaska 99510  
276-2667

Position Statement: Spoke on specifics to the Whittier access issue.

Mr. Bix Willis  
Division of Land & Water Management  
Department of Natural Resources  
Pouch 7-005  
Anchorage, Alaska 99510  
276-2653

Position Statement: Spoke on land disposal of property that is accessible to the people.

Ms. Judy Marquez  
Director of the Alaska  
Division of Parks

Department of Natural Resources  
Pouch 7-005  
Anchorage, Alaska 99501  
264-2103

Position Statement: Gave current status on the proposed Alaska Marine Park System.

Mr. Alan Meiners  
Park Planner for the Alaska Division of Parks  
619 Warehouse Avenue  
Suite 210  
Anchorage, Alaska 99504  
274-4676

Position Statement: Spoke in reference to the development of aquaculture facilities in the Sound.

Mr. John Sturgeon  
State Forester  
Alaska Division of Forestry  
P.O. Box 10-727  
Anchorage, Alaska 99510  
276-2653

Position Statement: Explained the functions of the Division of Forestry and timber sale status.

Mr. Wayne Mundy  
Land Management Officer  
Southcentral District  
Division of Land & Water Management  
Department of Natural Resources  
Pouch 7-005  
Anchorage, Alaska 99510  
276-2653

Position Statement: Spoke in reference to land disposals in the Prince William Sound area.

Mr. Jim Tallerico  
Recreational Planner for the  
Chugach National Forest  
221 East Northern Lights  
Anchorage, Alaska 99502  
279-5541

Position Statement: Spoke in reference to the recreation potential and the multi-use aspects of the Chugach Forest.

Ms. Gail Evanoff  
President of the Chenega Village Council  
and Secretary for the Chenega Corporation  
(no address provided)  
276-2121 extension: 43  
Anchorage, Alaska 99501

Position Statement: Spoke on the status and development plans for the Chenega Lands.

Ms. Mary Lee Brown  
(no address or phone provided)  
Whittier, Alaska 99693  
Position Statement: Gave emphasis on the need to consider  
Whittier in all future plans concerning the  
sound.

Mr. Charles Garrett  
(no address or phone provided)  
Whittier, Alaska 99693  
Position Statement: Spoke in reference to the Shot Gun Cove  
Harbor, Phase II, and Phase II of the  
Whittier Harbor.

Ms. Kay Shepard  
Whittier Historical Center  
Fine Arts Museum  
(no address or phone provided)  
Whittier, Alaska 99693  
Position Statement: Spoke in reference to Prince William Sound  
access.

Mr. Dan Velderback  
(no address or phone provided)  
Cordova, Alaska 99574  
Position Statement: Spoke in reference to sport fishing in  
Prince William Sound.

Mr. David Finkelstein  
Consultant to Conservation Groups  
1069 West 6th Avenue  
Anchorage, Alaska 99501  
272-9317  
Position Statement: Emphasized recreation and fisheries in  
Prince William Sound.

Mr. Dale Fox  
Alaska Visitors Association  
201 East Third Avenue  
Anchorage, Alaska 99501  
279-4116  
Position Statement: Spoke in reference to the visitors industry  
statewide.

Mr. Richard Gruff  
(no address or phone provided)  
Cordova, Alaska 99574  
Position Statement: Spoke in reference to the land status in the  
Sound.

Ms. Nancy Decker  
(no address or phone provided)  
Cordova, Alaska 99574  
Position Statement: Spoke in reference to Prince William Sound.

Mr. Perry Levit  
(no address or phone provided)  
Cordova, Alaska 99574  
Position Statement: Spoke in support of the Marine Parks System.

Ms. Helen Wooding  
Kayaker  
Box 1386  
Palmer, Alaska 99645  
745-3487  
Position Statement: Spoke on utilization of the Sound by independent kayakers.

Mr. Chuck Evans  
P.O. Box 10-727  
Anchorage, Alaska 99511  
345-2782  
Position Statement: Spoke in reference to Prince William Sound.

Mr. John Durkin  
Fisherman  
(no address or phone provided)  
Cordova, Alaska 99574  
Position Statement: Spoke in reference to Prince William Sound.

Mr. Jeff Stonehill  
Commercial Fisherman  
(no address or phone provided)  
Cordova, Alaska 99574  
Position Statement: Spoke in reference to Prince William Sound.

#### PREVIOUS ACTION

Please refer to Prince William Sound public hearing meeting of December 1981.

#### ACTION NARRATIVE

TAPE#P.S:  
Recording  
Number 003

This is the public hearing of the Senate Resources Committee, Sub-Committee on Parks and Recreation in reference to Prince William Sound issues. Senator Fischer, Chairman of the Committee was present, all other members were absent.

Number 004

Senator Fischer: This hearing is a follow-up on a hearing we had last December to explore issues related to Prince William Sound recreation. At that time we had a lot of excellent presentations and very good

testimony, all of it reinforcing what we knew was the tremendous potential of Prince William Sound to serve the recreational needs of the railbelt as well as its value for tours and other purposes. At that time I made a commitment that we would follow-up on our discussions principally because we found that the critical problems of access being talked about with no discussions had been made, no money had been allocated, land status was uncertain, Forest Service was in final draft stages of preparing its plan for Chugach Forest but we still did not have the clearer alternative through it. A lot of things were not flux. One of the things that did come out of the Prince William Sound hearings that were held last December was a bill to establish the Marine Park System with 11 sites, it will be located initially in Prince William Sound. The Senate passed that bill, it ran into flak in the House unfortunately, there was opposition mostly political from the leadership, generally a lot of favor. It is my hope that we will be able to keep pushing on Marine Parks and I expect we will hear more on that today. There are a couple of items that I hope we will not spend too much time on, one of them is Latouche Island Harbour, hearings have been held on that in recent times and I am not sure what we would accomplish, the decision is up to the Feds right now, so we will go ahead. If anyone has to say something on that you are welcome to say it. But, I trust that you will go too deeply into it. The other issue is one that has arisen in more recent times, and that is the proposed Marine Sanctuary sights in the Sound. We have been advised in view of the questions raised and the controversies in connections with the proposals, there will be extensive hearings on any proposed Marine Sanctuaries before they are established both in Anchorage and in Prince William Sound Communities. For the purpose of this meeting I mainly want to make sure that no one confuses a Marine Sanctuaries with Marine Parks. Marine Parks System is an Alaska conceived and Alaska based idea designed to serve recreational needs of Alaskans as well as visitors to the state was the basic concept behind Marine Sanctuaries to set those resources aside for scientific and other preservation purposes.

We will have a number of people testifying on the status of lands and prospective developments in and around Prince William Sound. One of the parties that we would have hoped to testify who will not be represented today is Chugach Native Incorporated. A year ago we heard from Chugach about their problems with land status and we had hoped to have a presentation from them at this time because some of the basic problems have been resolved. Unfortunately, none of the people, the five, six people who possibly could testify, none are available they are all out of State. So they will be providing extensive written comments, written information and that will be made available to all of the people who signed in as participants in today's meeting. We are advised however, that Chugach plans to move ahead very quickly with recreational related development in Prince William Sound. Some of the proposed development will provide facilities for the general public and non-share holders including service facilities for recreational uses in Prince William Sound. I personally look forward to what they have to say and their specific proposals and contributions. One final preliminary comment and that is everyone is welcome to provide written testimony, written materials for inclusion in our report. Last year we followed the hearings with a fairly comprehensive report and we would like to be able to do the same today. If anyone has written testimony, please give us a copy. If you are in one of the other sites other than Anchorage, please provide the copy to the Teleconference Coordinator. Or you can mail the material to me at 1024 West 6th Avenue, Suite 204C, Anchorage, Alaska 99501. We would like to have materials for inclusion in the record by November 1st, which will provide several weeks. If you need to consult on anything you can call my office at 278-3654 and Ginger Baim who is sitting next to me is the staff member in charge of the Resources and other activities having to do with Prince William Sound. Enough preliminary, enough from me. We will basically proceed to hear some briefing testimony from several agencies, we will start with DOT, then DNR, then we will sort of have open testimony, we

will first go to Juneau because of the time difference and anyone else in Southeastern, after that we will hear from Prince William Sound communities and then we will take testimony in Anchorage and other communities were people are interested. At this point we would like to hear from DOT, in each case come up to the mike, introduce yourself, tell us who you represent and go right ahead.

Number 106

Don Dicky: Yes Senator, this is Don Dickey, Director of the Division of Tourism, and I appreciate the opportunity to briefly comment on the Divisions importance that we place on recreational potential of the Prince William Sound area. I think by way of background let me just touch on some of the problem statistics I think would show the growing population trend and the acceptance of Alaska as a visitor recreation center. These are statewide, I was going to go back just a quick five years to 1977, on that occasion we had a report from the research institute which tells us that in '77 it estimated that there were 389 thousand pleasure visitors to Alaska, who spent in the excess of 175 million dollars in in-state sales from the visitors. In just a couple of years by 1981, those visitors had grown to 660 thousand pleasure visitors, 434 million dollars in state sales and expenditures. In just a couple of years, in 1985 to be exact, we are planning for and counting on having a million visitors to the state of Alaska. That figure is a little more meaningful when you realize that we've got just a little over 400 thousand people in this state. So that is going to be quite a visitation, and shows the indication of the need for developing new and having balanced recreational opportunities. We think that the Prince William Sound area has that potential, and recognizing as everyone does, that the Prince William Sound area actually plays a dual role. For one it not only post and provide sevices and attraction to out of state visitors, but it also the recreational play ground for our largest city Anchorage and our largest area the southcentral region and the people who reside there. So it does have a great value in a part in the program of promoting travel and tourism to our

state. I think two things are our needs, one is diversification of attractions the second is increased accessibility to those attractions so the people can reach them with ease, we are not bottled up or causing more problems to ourselves, or other words, walking through the tulip fields when these are the things that the people actually came to see. So we do want to keep a balance. I think the certain areas that we are talking about contains fantastic attractions, certainly no one need know the beauties of the Homer, the Whittier, Valdez, and Cordova areas. And just a few thoughts that come to our mind here in checking with officials of the Marine Highway System we find that their ferry department has been running at near capacity for the last two or three years between the Whittier and Valdez run. This proves to be one of the most popular travel links in the state. But they tell me that this past year they had anticipated or estimated, they have carried over 20 thousand passengers to those two destinations into the sound and have been experiencing about a 5 to 6% growth rate in the past two or three years. This in addition to the fact, that in the private sector, the private crews stores have been growing in popularity and in use. With the growing number of passengers utilizing and requiring and requesting that type of travel experience. For example, a Columbia Glacier tour of one of many out there, which is operated by former Senator Brad Phillips and his wife. They have indicated that about in 1974 when they started, they had carried on their ship just a little under 3 thousand passengers who were privileged to see that great area the glaciers and seas. By 1982, when the season just closed they had estimated that they had a five fold increase and carried over 15 thousand passengers. So you can see the growing interest and utilizations of that mode of transportation. We know that around the bend in Valdez we have seen a community with pride, devote about 7 million dollars to a very attractive and modern convention and visitors center, which is not only going to attract more conventions to the area but more visitors. The Alaska Visitors Association has just concluded successfully their convention in Fairbanks, some 350 delegates has chosen

Valdez, next year at large we have the basis of that new accommodation. And the Switzerland of America at Valdez will attract not only convention delegates but the usual traveler looking for an outdoor experience and to enjoy the fishing, packing, and hiking and the major attractions offered in those areas. This without question is going to mean a need for improvements in our road and highway system for upgrading and continuing to keep pace with our Marine Transportation System. I am confident that the private sector with their transportation facilities and attractions will keep pace and I think that this is most important that we are prepared for these growing number of visitors that we are setting up attractions for. Shelter certainly as I have watched over the years in Portage and perhaps in Whittier would be desirable for some of the people who now have to stand or wait outside for the transportation links. This week I was talking to officials from the State Park System who came down and met with our division of tourism. We were impressed, and although we have not seen the final plan, we are interested in their plans for the Marine Park System which you have touched on. In talking with them at the same time you should not confuse that as you point out with the Marine Sanctuaries. In fact the confusion could result in that the maybe in conflict, and that is only a possibility. One is to utilize and provide, as I understand it, the Marine Park System Utilization for people wanting those recreational facilities. And from what little we have heard, and we are anxious to get more information the Marine Sanctuary on the contrary maybe to lock up or lock out fishermen, recreationalists and others who would like to utilize those attractions, I just would like to draw your attention to that. The NOAA people, the National Oceanic and Atmospheric Administration, recognizing some of the interests and concerns has extended from October 1 I'm told to November the time for having hearings. Alaska, there is some 18 areas identified for possible selection that will be boiled down, I understand to 3 to 5 sites that will be chosen in the State. I would like to point out to you during this testimony that two of

those 18 areas Katchimak near Homer some 345 square miles is involved and Knights Island in Prince William Sound area has 500 square miles. So I think that it would behoove all of us to look closely with this because I think it will relate to the recreational package. I am please to have learned from Senator Murkowski and others that special hearing will be held, as you pointed out, this month October 19th, 6:00 in the Federal Building in Anchorage, we are to have one in Juneau and I heard you mention that there is to be one in the Prince William Sound area. I do not know the area, but certainly the people listening to us I am sure would share the interest and the desire to be a part of that testimony. I think to insure the Prince William area meets its recreational potential, the government, speaking of both State and Federal has a responsibility to work to see that the access and the infrastructure is provided. That's the highways, the harbours, and certainly the small boat harbours, railroad, and the transportation links that are needed. The private sector I am certain in the future as they have in the past, will respond to that challenge by providing the needed accommodations and developing the natural attractions to balance the nature's attractions which are in abundance in that area. I think that our objectives in developing this recreational area, as I say, is to spread the people out so they are not bunched up in one area of the usage of the land and the facilities is not causing havoc to the very things that people are coming here and being attracted to see. Our desire and the Division of Tourism is to make sure that the growing number of AMERICANS stop, stay, spend, and hopefully enjoy their vacation in Alaska. And I can think of no better partnership between government and private sector, than teaming up to make certain that the recreational facilities available in Prince William Sound meet the drawing demands, as we are confident, it is already showing itself and will grow in leaps and bounds. Thank you for the opportunity to present this brief input.

Number 222

Senator Fischer: Thank you very much for your testimony, I am glad that you emphasized the tourism aspects and the

private aspects, because those will be key to the future. Is there anyone else in Juneau who wishes to testify while we are with Juneau? If not we will come to Anchorage and will proceed to hear and take testimony from DOT principally dealing with access to Whittier, Stan.

Number 231

Sta. McCalister: Hello, I'm Stan McCalister from the Division of Planning and Programing of the Department of Transportation and Public Facilities. For those of you who recall, last years teleconference, a detailed presentation was given concerning the Whittier access option study and before I provide a brief update on what has happened since then I would like to review for a moment what happened in that study so that we can place what now is going on in context. The purpose of the study was to analysis the surface transportation needs of Whittier and Prince William Sound with primary attention given to the Portage Whittier link. Another purpose was to ascertain the deficiencies in the system that would occur in the future when future land use and economic development activities, including recreation and tourism occurred. A third purpose was to develop alternative transportation stratagies to accommodate travel demands which was projected to increase, a fourth to analysis and evaluate the available transportation options, what actually could be done, and finally to recommend a course of action. That study identified seven major transportation alternatives. The first was to improve the existing Portage Whittier shuttle, which was basically an upgrade of the existing Portage and Whittier terminals with passenger amenities, station improvements, parking facility, staging area, rail, and switch work, so on and so forth. This option also required improvements to the existing tunnels, new rail passenger cars, capital cost which I have updated in terms of 1983 dollars is 11 million 980 thousand dollars of which some 6 million 600 thousand dollars would go for work on the existing tunnels. This option would require an annual operating cost of around 665 thousand dollars. The service that this option would provide would be initially four round trips per day with

capability of expansion of six round trips per day. The next alternative identified was a Bear Valley Whittier auto passenger shuttle. Operating from Bear Valley to Whittier. This would reduce the shuttle distance and travel time with the shuttle train based in Whittier rather than Anchorage and providing bus transportation service to Anchorage, it would require constructing a road to Bear Valley from the existing Portage Glacier road, which road would have to be sensitive to the esthetic needs of the Forest Service near Portage Glacier Visitors Center. This option would also upgrade the Whittier terminal. A Bear Valley terminal and passenger facility would be constructed, including parking lot, staging, rail switching facilities, etc. It would also require the same tunnel improvements that were mentioned earlier. It would require new rail equipment including passenger cars and engines at a capital cost of 26 million 620 thousand dollars, of that, the same 6 million 600 thousand would be required for tunnel work with another 6 million 600 thousand for the road, the remainder of that cost going to the various terminal and rolling stop facilities. Annual operating cost would be approximately 1 million dollars in 1983 dollars. This level of improvement would provide service of seven round trips initially with capacity to expand to 13 round trips. Another option identified was to improve rail passenger service, this was passenger service emphasis, and would not...would provide disincentives in fact for using autos. The shuttle would be based in Whittier and would be by a self propelled bud car, an electric, an electric train car link between Anchorage and Bear Valley. It would require construction of the road to Bear Valley, it would require upgrading of the Whittier terminal, it would require construction of the Bear Valley terminal, it would require the same tunnel improvements, it would require the same rail equipment plus additional bud cars and self propelled electric cars at a capital cost in 1983 dollars of 29 million dollars, an annual operating cost of 1.6 million dollars. This would provide an initial service of six trips per day with expansion potential to 11 trips per day. Another option identified

was joint use of the existing tunnel without any tunnel widening. In other words a one way at a time joint use. The existing tunnel floor would have to be decked, turn outs would have to be constructed within the tunnel, the tunnel would have to be excavated to provide for additional ventilation, it would require traffic control and signalization. The state would acquire considerable liability, the Bear Valley road would have to be constructed, tunnel improvements in addition to extra excavation would be required, the capital cost would be approximately 49 million dollars in terms of 1983 dollars with annual maintenance in the neighborhood of 500 thousand dollars. The one thing that should be remembered about this option is that after all of that due to the fact that the tunnel has to clear before opposing traffic can start through. The traffic is significantly reduced and there is very little increase in capacity over the improved shuttle option. A two way joint use of the existing tunnel was considered that option would require excavation and widening of the existing tunnel to allow two way automobile traffic with the rail line remaining in one of the auto lanes, would require widening the tunnel from 15 to thirty feet plus the other tunnel improvements already sited. This would reduce the operational conflicts, auto would still not be allowed however during train operations and it would significantly reduce traffic clearance time so that real capacity increase could be obtained. It still would require traffic control and signalization, it would still require construction of the road to Bear Valley, the capital cost of this option begins to go into the astronomical at 85 million 100 thousand dollars, annual maintenance in the neighborhood of 6 hundred thousand dollars. A new two way exclusive auto tunnel would eliminate the conflict with rail operations, it would eliminate the weather problems that exist with the Portage pass road, and it would provide unlimited auto access. However, the capital cost would be 90 million 500 thousand dollars with annual maintenance cost of 600 thousand dollars. Finally, a Portage pass highway was considered, it would have no rail conflicts

it would provide unlimited auto access, maintenance problems however are severe due to the severe snow icing conditions, keeping the road open during strong winds and avalanches create severe problems. With the result that even though access in the summer would be unlimited, winter access would in fact be unreliable. This option also considers that the shuttle train would be eliminated so that again increase the unreliability of this option. The capital cost of such a highway is in the neighborhood of 64 million dollars, annual maintenance cost conservatively estimated at 360 thousand dollars. In addition to all of that it creates significant esthetic and environmental problems in the area. Those then are the basic alternatives that were considered. The two options that were selected were the first two which was the improvement of the existing Portage Whittier shuttle operation and construction of a road into Bear Valley, a terminal in Bear Valley, and relocating the base of the train operation to Whittier. A year later, from last years teleconference, we are at the point of lining the road into Bear Valley. That project is underway and will be completed probably during the summer or fall of 1983, at which time the design will be ready for construction, as it stands now we have no construction funding only enough funds to complete the design. As a complement to that project we are also currently in the process of designing a road from Whittier to Shot Gun Cove and again that project is in design and is slightly further along than the Whittier access or the Bear Valley Road and it too will be completed next year. That is basically were we are, I think the idea was to keep the presentation brief and if there are questions I would be happy to answer them.

Number 412

Senator Fischer: Bill would you like to come up here, we will hear from the Alaska Railroad in a moment. I have a couple of questions Stan, I do appreciate your very comprehensive rundown and testimony. You mentioned that the Department chose two alternatives, the improvement of the Portage Whittier shuttle and then going ahead with the Bear Valley alternative. What has been done to improve the Portage Whittier shuttle

in the mean time?

Number 426

Bill Coghill: I'll cover that.

Number 427

Senator Fischer: OK, Bill Coghill will cover that in a minute. Let me go ahead then and ask the other question. With respect to the Bear Valley Whittier alternative you say you are now designing the new facilities, new road, and terminal. We had a tremendous amount of testimony on behalf of improved access. If we wait until the design is finished, sort of how soon will we have a department applying for funds. Is there is any chance the Department may request funds from the forthcoming legislature so we can proceed with improved access?

Number 443

Stan McAlister: In response to that, the Bear Valley Road of course is in competition with all of the other projects in the region. In that competition it has not fared as well as major Seward and Sterling highway projects and so on and so forth, so that in our program for funding of the Bear Valley Road, we will be requesting the money two or three years down the line rather than this year.

Number 455

Senator Fischer: So in other words if the schedule is to be speeded up it would essentially take legislative action to appropriate funds sooner?

Number 457

Stan McAlister: That's correct, I would like to emphasize that the department hasn't ignored the need for access into Whittier and Prince William Sound it is just that the funding guidelines that we work with have to be spread over a wide geographical area and a variety of projects and other projects which are basic to the system and provide continuing and greater economic to the rest of the State of Alaska has taken precedents in the immediate future.

Number 472

Senator Fischer: OK, thank you Stan. Bill would you like to go ahead?

Number 477

Bill Coghill: Hello, I'm Bill Coghill, Manager of Planning for the Railroad. I think the contribution that I can make can best be served by really speaking to the

Whittier access issue. We have been involved in Whittier since the early forties when the two tunnels, the two and a half and half mile tunnel were punched through and tied us up as virtually the only access to the community of Whittier and we feel a real personal relationship with them and servicing them to the extent we can. In recent years we have had two rather major funding projects down, one was some 8 million dollars to put new portals on the tunnels which was completed a couple of years ago on the four tunnel doors. The other 4.2 million dollars into the Whittier dock and transit facility, we have got just a little bit of work to do in that area and that will probably be delayed until next summer. But getting more to the specifics of the shuttle improvements that were brought up, we did this summer upgrade the passenger cars, took some of the older ones that we had and once we put into service the upgraded electric cars we were able to pull off a couple of others and put on. So we have increased the car service we have also added a very popcorn and hotdog cooker on that route which I was on it a couple of weeks ago and it was getting a lot of service. Now we have also built new ramps, put in about 11 thousand cubic yards of aggregate at both Portage and Whittier. At Portage that means that now we stop train only once and the cars load at the same time as the passengers, we don't have to pick up passengers and then turn around and have to pick up the cars. At Whittier this is not yet complete the ramp is in, we have some track work to do which we're wintered out now and we will get to that in the spring. So those are the major improvements that have been on going, right now we are providing three a week service into there, going in on Wednesday, Fridays and Sundays and then making two shuttles into Whittier. During the summer we go in on a daily basis and usually make three trips per day shuttling in. We also find more and more that we are getting into specials to Whittier, Seward, and the other communities. I would like to just note, it's rather interesting to me the ridership on the shuttle. During the month of July on this year, 23 thousand 861 passengers, that averages 770 passengers a day going in and

out of Whittier. August was off a little bit, 22 thousand 478 passengers, that comes up to an average of 725 per day, or for those two months which are certainly the busiest months of the year, 747 average passengers a day. During that same two month period vehicles averaged 114 a day. By comparison that's a 5.2% ridership increase over the same two months last year. We would certainly support Don Dickey's comments with regard to state assistance with regard to support facilities and we back the study that Stan has addressed here, moving into Bear Valley with a terminal there which would of course shorten the distance to just the tunnel of two and a half miles, but just one and a half miles of track in Whittier or a four miles vs. the twelve point miles. Thank you.

Number 568

Senator Fischer: Bill thank you very much. I have one question, to what extent are state funds utilized in the construction projects that you have mentioned and in operations, passenger and service operations?

Number 574

Bill Coghill: Well we contract the shuttle to the state. So it is contracted on a basis of an agreed cost per day, which is based primarily on an out of pocket cost, we are not charging all rail expenses but would be charged to freight service. And then all revenues that accrue are set against that. For the last two quarters it has been a profitable operation and their in the black or they have a credit which will would pass on to the winter months which hopefully balance out. The prior couple of years the net has been right around 200 thousand. I see a drop this year, cost to the state.

Number 592

Senator Fischer: The capital costs?

Number 593

Bill Coghill: No, no, just the operating costs. Oh, on the ramps, there was 75 thousand that was appropriated by the legislature and that then was eventually was made to Whittier and I'm not really sure if all the paper work has been done. We have gone ahead and put the ramps in and the little track work that we have to do next spring, we will facilitate that and could you know right there increase the number of

trips because of the stop times reduced.

Number 607

Senator Fischer: OK well thank you very much. I have we have the state on transportation. Next I would like to ask the Department of Natural Resources people to come up to our table here in Anchorage and give us the briefing on various aspects of activities within the Department. The first presentation is from Reed Stoops who is the Director of Research and Development and Reed will provide us an overview and discuss elections. Reed please go ahead, then just proceed in appropriate order. My thought was that we would sort take your general presentation and move to parks, lands, and then forests.

Number 630

Reed Stoops: Thank you Senator, my name is Reed Stoops I am the Director of Research and Development for the Department of Natural Resources and am pleased to be here today because we have an important issue currently before us which is extremely important in Prince William Sound. The State has a 400 thousand acre Statehood entitlement which it received in the Alaska Statehood Act which may be selected from the Chugach and Tongass National Forest. At the present time approximately 250 thousand acres of that 400 thousand acres have been selected, most recently in a comprehensive round of selections which took place in 1977 and 1973. Of that 250 thousand acre selection a little over 200 thousand was approved by the Forest Service and about 40 or so thousand acres were disapproved. That leaves us with the remaining entitlement of somewhere between 100 and 140 thousand acres depending on the outcome of litigation which the state has filed in the aftermath of the Forest Service rejections in a lawsuit call Alaska vs. Block which has still not been decided. The purpose of the Statehood selections is to select lands which are adjacent to establish communities or suitable for prospective community center and recreational areas and unfortunately there is a dispute between the State and the Forest Service as to what that actually means with the Forest Service taking a more narrow view than the State. For several reasons the Department has decided to undertake another comprehensive round of

selections at this time to pick up the bulk of our remaining entitlement. The reason for that, is that we have all witnessed steady demonetion in the amount of lands that are available to the State and the witness that ANILCA in which a large number of acres were no longer available to the State for selection, that also effect the National Forest as well. There is no way that we can foresee what might happen in the future, so selection at this time will give the State the maximum choices of lands. It is also important for the State, we think, to make a comprehensive round round of selections at this time because we have accumulated nominations from the communities since 1978. And also I think we would all benefit from some greater certainty if the Forest Service as well as the State would know what our final acerage entitlement actually were it will come from. We expect to select about 80 thousand acres or so during this round, although we possibly could go higher depending on a possibility of negotiating a settlement with the Forest Service in our law suit. We are currently embarking on a very expensive public meeting schedule which is already begun in Southeast Alaska on October 7th and will fit Prince William Sound in the first of November with a hearing in Moose Pass, a hearing in Seward on November 2nd, Soldotna on November 3rd, Cordova on November 4th, Anchorage on November 8th, Valdez on November 9th, and Whittier on November 10th. At those hearings members of the Department of Natural Resources will be there, we will have maps describing 300 thousand acres which we have already received by way of nominations for this round of selections. We will pointing out those lands which the State is recommending for selection, those which we feel are worthy of consideration that may or may not be select at this time, and those which we feel are nct appropriate for selection. Following those hearings and based on the input that we received there, we hope to make decisions on what lands will be selected late in November. At this point (end of tape, side #1).

Number 2/00.

Senator Fischer: I have just one quick question. The Commissioner issued a new land deposal policy the other day, will that

in any way affect Prince William Sound?

Number 2/005

Reed Stoops: I guess I'll take the first crack at that, and then give Bix Willis an opportunity. It is my view that the policy will influence our future selections in that the policy does commit the Department to look for quality land disposal within the railbelt area. Since the Chugach National Forest does encompass part of the Kenai Peninsula, there are lands that are available for selection along the road network that are being considered for selection. And for that we are looking for those kind of lands that will be an issue on the table at the coming hearings. It is a little bit less clear to me how it affects Prince William Sound. Although, because of its proximity to Anchorage and the railbelt communities we do perceive demand for land in that area. I think that again, at the public meetings the Department will be interested to take comments on lands which have been suggested for future land disposals in Prince William Sound.

Number 2/019

Bix Willis: Mr. Chairman my name is Bix Willis. I have not read or analyze the order with Prince William Sound in mind but I think that it would affect the sales over there. The emphasis of the order is to get away from the numbers game that we have played in the past and to increase the quality of our offerings and to sell more property that is accessible to the people, to the population centers and therefore without complete analysis I would say that yes it would tend to make us look more towards that area for disposal.

Number 2/025

Senator Fischer: In other words it will put more pressure on disposal in Prince William Sound.

Number 2/026

Bix Willis: I think that is entirely possible.

Number 2/027

Senator Fischer: OK thank you. Reed do you want to go ahead and manage this, or should we just have Judy.....

Number 2/028

Reed Stoop: We should have Judy....

Number 2/029

Senator Fischer: OK we'll go ahead with

Number 2/030

parks at this point. Please go ahead Judy.

Judy Marquez: Good afternoon Senator Fischer. My name is Judy Marquez the current Director of the Alaska Division of Parks. I would like to thank the recreational sub-committee for taking the time to hold a hearing on the future of the recreational use in Prince William Sound. As you may recall we presented testimony at the hearing on the December 15th sub-committee hearing. Rather than simply repeat these statements we made at the time, I would like to take this opportunity to update the sub-committee and the members of the public on the events that have occurred since that time regarding the proposed Alaska Marine Park System. First, however, I would like to take a few minutes to explain the role of the Alaska Division of Parks. The Alaska Division of Parks is the State's manager of lands contained within the the Alaska State Park System. The Division of Parks also has the responsibilities to advise and to consult with the Alaska Division of Lands and Water Management and others on the provision of public out-go recreation opportunities both on state lands and in a general sense on all lands within the state. The Division also administers several grant programs designed to enhance the management of recreational unique natural and heritage resources throughout the State. At the present time the Alaska State Park System is comprised of approximately 80 unites containing nearly 3 million acres of land. The vast majority of the State Park areas are small in size and are located in either close proximity to communities or along the State Highway System. We view our role as providing recreational opportunities to the public which falls somewhere between the more remote and wilderness oriented lands managed by the federal government and the urban or city oriented recreation facilities provided by local government. Thus, we manage areas for recreation which can generally be reached for over night and weekend trips. Since approximately 1976 the Division of Parks has been inventorying recreational opportunities in Prince William Sound. We have also been working with a variety of agencies and land management planning

efforts to help ensure that the recreation, scenic, and heritage resource values of this area are adequately considered and provided for in land use and development actions. Further, the establishment of a Marine Park System has been proposed as a means of protecting the sites with particularly high values for long term public use. The Division of Parks supports the establishment of a Marine Park System in Prince William Sound. We firmly believe that the establishment of this system will help to ensure that residents of and visitors to the southcentral Alaska area will be able to enjoy the scenic beauty and opportunities of the Prince William Sound for many years to come. In regard to the litigation between the State of Alaska and the U.S. Forest Service that Reed Stoops mentioned, we have been in discussions with the Forest Service that leads us to believe that a negotiated settlement, for at least part of this maybe at hand. Both the Forest Service and the Division of Parks have expressed a strong interest in a jointly managed system of Marine Parks and Recreation sites throughout the Prince William Sound. At the present time we are meeting with the Forest Service to work out the specifics of such an arrangement. It is an anticipated disagreement which would lead to the resolution of land selection dispute between the State and the Forest Service. So far that dispute relates to areas proposed for the inclusion of the Marine Park System. In closing I would like to stress that the Division of Parks remains committed to the participation with others interested in a wise and careful development of Prince William Sound for recreation and other uses. Thank you for the opportunity to participate in this hearing. If you have any questions, myself, or Al Meiners the Park Planner on our staff, are very familiar with the area, we would like to answer your questions.

Number 2/084

Senator Fischer: Thank you very much Judy. I have a couple of questions, first of all is there any conflict that you see between establishment of a Marine Park System and commercial fisheries?

Number 2/090

Al Meiners: I'm Al Meiners the park planner with the Alaska Division of Parks. The bill

that was introduced in last session of the legislature by the administration made specific provisions for the development of aquaculture facilities in these sites and specific provisions for the continuance of commercial fishing rights and privileges.

Number 2/095

Senator Fischer: What kind of development do you anticipate on the Marine Parks sites over.....let's say the system were established next year. Would there be intensive development, would it be soon later or what do you visualize?

Number 2/100

Al Meiners: That varies, currently the Forest Service is placing some mooring buoys in areas along Passage Channel and around Port Wells. As far as the development of the additional sites, this would be address through a cooperative management and development plan prepared by the Alaska Division of Parks and the Forest Service to really plot out a strategy of attempting to provide basic facilities without unduly harming the resource values that are out there. We really envision some sites being very minimally developed possibly a mooring buoy or trail, some beach camp sites. Others a little more intensively developed with possibly a dock or float. But this will be done over a period of years and most of the development I believe would occur in the Passage Channel area say the next three to four years.

Number 2/114

Senator Fischer: Do you see any major amounts of money being required to manage the Marine Parks System over the next five to ten years?

Number 2/116

Al Meiners: Certainly with the management of any Park System there are operating cost. However, the Province of British Columbia and the management of their system has found that on a comparison basis with highway accessible park sites, Marine Park units are considerably cheaper to manage. Much of the reason for that is that as voters come into an area they are self contained, the garbage stays on the boat, they take it out and there is far less sort of daily operating costs and lower law enforcement cost. I think there will be costs for the acquisition of a patrol boat by the State

and staff.

- Number 2/127      Senator Fischer: What kind of facilities has British Columbia installed in their Marine Parks?
- Number 2/128      Al Meiners: It varies towards the southern end of their system around Victoria and that area. They have really quite elaborate docks and float systems, hiking trails and scenic overlooks. I do not believe they have any public use cabins and that is something that we envision in a number of these sites.
- Number 2/129      Senator Fischer: Do they have some facilities were there is just mooring buoys and nothing else?
- Number 2/134      Al Meiners: Yes, and those would be out in your remote areas. And those bays which have poor holding conditions. For example, a granite bottom where it was very difficult for people to moor over night.
- Number 2/137      Senator Fischer: OK thank you very much, we may come back to you, in the mean time lets go ahead from land disposal.
- Number 2/141      Bix Willis: Mr. Chairman, just a very few comments and then I will be glad to answer questions. All indications that we have are is that is a very strong demand for individual ownership of both residential and recreational properties in the Prince William Sound area. Some of the evidence is of course are FY '83 demand assessment study. Disposal hearings we have held in communities throughout the area, inquiries from the general public, and results from past disposals. This last spring in our lottery #9 we offered ten parcels in Cordova and had I believe 894 applications for those ten parcels. At the same time we have a fairly limited disposal program planned at this point in time. I would be glad to go through that if anyone is interested. In the current round of 6A selections our district office Wayne Mundy from our district office is to my right, has proposed 26 areas for possible selection and disposal containing a gross of approximately 35 thousand acres. We have not had the opportunity.....

Number 2/156

Senator Fischer: In Prince William Sound?

Number 2/156

Bix Willis: Yes in Prince William Sound. We have not had the opportunity yet to visit all of those sites. Therefore, we would hope that we will have good attendance at the local meetings, we have a lot to learn about some of those areas, and we would encourage the people at the hearings to show up and tell us more about the areas. That's all I have, I will be glad to answer any questions.

Number 2/163

Senator Fischer: Thank you Bix. I can imagine if land were available, you could probably sell hundreds of thousands of acres in Prince William Sound both to Alaskans and non-residents. There is virtually limitless demand. To what extent is consideration being given as disposals talked about to other values such as parks, for tourism. We have heard Don Dickey testify that there is tremendous potentials in Prince William Sound for recreation, attractions for out-of-state visitors, as well as local residents. I can imagine that while we could dispose of tens of thousand or hundreds of thousands of acres, that would be at the expense of recreation values and tourism values. How are these issues taken into account?

Number 2/177

Bix Willis: Well Senator, first of all I don't believe we are proposing or will propose the disposals of the size that you are mentioning. Secondly, I would like to point out that we work daily with the Division of Parks, with the Department of Fish and Game with other interests. Historically, once we identify a project area, because of our liberal policy of retaining public access ground, public use grounds, trails, buffers for various interests. We in fact sell only approximately 15% of the ground on average of any project area identified. I think there is a lot of safe guards built into our disposal program to protect public interest in the disposal areas. Even if we carefully, if we were to receive every acre that we have talked about asking for, through the 6A selections, in all honesty I don't see us selling over 6 to 7 thousand acres from those areas and of course we are

not talking about doing it in a year or two. This is basically our last chance to acquire property that could be sold in the future.

Number 2/196

Senator Fischer: Thank you, let me ask the Division of Parks representatives here whether they are satisfied that the parks and recreation interests, general scenic interests, are adequately represented and accounted for in the decision making process on disposal.

Number 2/200

Al Meiners: That's really a tough question to answer because it depends what quality or level of recreational experience one is after. I think that the people who utilize Prince William Sound at the present time expect a very natural wilderness like setting. It's true that the development of the number of private recreational cabins out there wouldn't mean that you could not go out there and recreate anymore but it would mean that the visitor to the area would have I think a rather significantly different kind of experience. That is potentially alright as long as it's well planned for and limited and I think concentrated in sites specific areas. Some of the areas which I think this will be occurring anyway would be LaTouche Island where there is significant private ownership and other areas in the sound that have a high level of either ANCSA village or regional native corporation ownership.

Number 2/218

Senator Fischer: Thank you very much. Let's go on to the Division of Forestry, John, would like to tell us what the State Division of Forestry has in mind for Prince William Sound, if anything.

Number 2/221

John Sturgeon: Good afternoon Senator Fischer, my name is John Sturgeon, State Forester. Just very briefly I'll mention what the Division of Forestry is and what we do. We manage the State's Forested lands, last year we sold approximately 50 commercial timber sales off the state land which amounted to revenues to the state in excess of a million dollars plus somewhere over 2000 personal use permits in Fairbanks, Anchorage, and Southeast areas. Also we are responsible for fire control on some 30 million acres and run the State's nursery in

other various forestry programs. As far as the Prince William Sound area the Division of Forestry has made some nominations for some selected areas, areas that we consider what their best use is and multiple use type situation. The criteria we used for making our nominations we are looking at areas that were adjacent to existing to existing state lands which are currently being managed under a multiple use type concept. Areas that are economically manageable, in other words, you could afford to, for example, put a timber sale in there and harvest the timber and economically bring it out. We looked at areas that were in proximity to existing Alaska markets for example the mill at Seward. Which as I'm sure you know is currently closed. One of the big problems that they have is the lack of timber. The U.S. Forest Service because of the problems that they've had in the past years has not been able to supply timber to that mill. As you know most of the land in that area is Forest Service land and a little bit of State land and of course some private lands and native lands. But that is one of the considerations that we had. Plus the smaller mills in Cordova, etc. And I guess another criteria that we use we thought that maybe some similar activities in the area. For example, if there was a native corporation had planned a large mining operation, or something of that sort, we thought that a multiple use area would be compatible. That they were going to build a dock and a salt water facility that something like timber harvesting would be very compatible. We have nominated several areas east of Cordova and their either currently under consideration and it will be examined at public hearings and what the outcome will be we really don't know.

Number 2/258

Senator Fischer: Thank you John, were in Prince William Sound are you considering selections for forestry?

Number 2/260

John Sturgeon: We have several that we have nominated, one near the Seward area itself just north of Seward. Some lands in there that have some real potential for multiple use. Timber could be used for personal use as well as supporting from small operators in the Seward area. I guess our main

nominations in the Kyak Island is one, Suckling Hills is another. Another area is Katella where a native corporation is planning to put in a dock, and another area just east of there are the main nominations.

Number 2/271

Senator Fischer: So basically you are not in Prince William Sound itself you are sort of around the fringes and beyond.

Number 2/272

John Sturgeon: That is correct.

Number 2/274

Senator Fischer: I am glad to hear that. That last thing we should have to worry about is more timber cutting. I think we have heard sort of adequately the basic presentations. I see a lot of other people who wish to testify. Is there anything that anyone wishes to add. Don would like to add anything.

Number 2/284

Wayne Mundy: Yes Senator I'm Wayne Mundy.

Number 2/284

Senator Fischer: Oh yes Wayne Mundy.

Number 2/284

Wayne Mundy: I'm a land management officer at the Southcentral District of the Division of Land and Water Management. Recently we did select approximately 26 areas throughout the sound. We attempted to do this in a very discrete manner so as not to effect the recreation uses of the sound as well as the tourism of the sound. Our selections were quite often kept in back phase out of the main passage ways for the tourist boats and we did not attempt to impact a lot of the harbour areas themselves we chose only portions of the areas. We are hoping that a lot of people will come out and testify at these next round of hearings that the Department is holding on these disposal sites so that we may get a better idea of where public does want to see lands disposed of in the sound if at all. Hopefully we will see a lot of people and we will be available for comments at those times. Thank you for the opportunity.

Number 2/299

Senator Fischer: Wayne thank you very much, I am glad to hear that you are sensitive to recreation and tourism values as you go about nominating lands for consideration for disposal. I would like to thank all of you from DNR for briefing us. Next we will hear from the Forest Service. We had a very

interesting preliminary presentation last year and Jim Tallerico is going to represent the Forest Service.

Number 2/312

Jim Tallerico: Mr. Chairman and members of the Parks and Recreation sub-committee my name is Jim Tallerico I am the Recreational Planner for the Chugach National Forest. The Forest Service provided comment on recreation potential in Prince William Sound last December, and we appreciate the opportunity to discuss this subject again this year and hope to provide a brief update on events that may affect recreation in the sound. As for frame work let me begin by emphasizing two points, first the Forest Service is a multiple use land management agencies. Second the land ownership pattern has changed considerably in Prince William Sound over the past several years. The multiple use management concept recognizes the great many resources and values of the Chugach Forest, recreation is an important resource to the Forest and to Prince William Sound, we also recognize the value of timber, minerals, fish, and wildlife, wilderness and other resources of the sound. We must consider all of these resources in the management of the area. Land ownership pattern in the sound is much clearer than it was last year at this time. The major change is a settlement resulting from the Chugach Regional Study which was mandated by the Alaska National Interest Lands Conservation Act in 1980. This will result in the conveyance of approximately 378 thousand of land to the Chugach Regional Native Corporation, much of this land is in Prince William Sound. This will bring the total private land holdings in Prince William Sound to approximately to 450 thousand acres including lands that have been or will be conveyed to the villages of Chenega, Tatitlak, and Eak. In addition to Native lands the State of Alaska will receive approximately 20 thousand acres from selections that were made for community expansion, community recreation, and new communities. Areas near Whittier, Valdez, and Cordova have been determined by councils to be consistent with the purposes of the Statehood Act. There are a few selected which council determined to be inconsistent. Additional changes in the land ownership

pattern maybe forthcoming with the possibility of additional state selection. We are currently in the process of developing the Forest Management Plan that will serve as a guide for the management of the various resources of the Chugach Forrest including Prince William Sound. The draft forest plan was released in June and almost 400 public comments have been received. We are now analyzing these comments and are revising the draft plan we hope to release a final plan before mid-1983. Wilderness values of the sound have long been recognized as an important resource. The Nelliwon College Fjord Wilderness Study directed by ANILCA is being conducted concurrently with the forest plan. The preferred alternative and the draft forest plan proposed wilderness of 1 million 393 thousand acres in Prince William Sound, 202 thousand acres in the Copper River Bering River area and 53 thousand acres on the Kenai Peninsula. Hunting, fishing, and fisheries enhancement are permitted in National Forest Wilderness. Upon congressional designation of wilderness, specific wilderness management direction will be developed as part of the forest plan through the legal process. Development of the management direction would include public involvement. Fisheries management and enhancement has long been a primary use of Prince William Sound, the Chugach Forest has worked closely with the Alaska Department of Fish and Game in identifying and prioritizing fisheries projects. As a result 20 enhancement projects have been completed, these are mostly fish ladders. Many other potential fisheries enhancement projects have been identified throughout the sound. In addition three large hatcheries are operating with others in the planning stage, two of these are operated by the State of Alaska on National Forest Lands and the third at Port San Juan is on private operated by Prince William Sound Aquaculture Corporation, Tudor Management plays a role in the Management of Prince William Sound and is a significant resource that can enhance the economic viability of local communities. While some timber areas will be or have been conveyed to Native ownership the forest still recognizes the importance of this resource and will continue to manage

it on a sustained yield basis. The recreation management of forests includes a naturalists program aboard the state ferries in Prince William Sound. This program assists visitors in understanding and appreciating the unique values of the sound. Wildlife fisheries and scenery are popular subjects and programs are presented to thousand of visitors each year. Many people use the popular public recreation cabins system in Prince William Sound, at present we have 14 cabins in the sound and the potential to add others. We are presently working on a project to install five anchor buoys in the vicinity of Whittier. Work was accomplished during the past field season on several marine related trails in the sound. We are currently working with the state division of parks to develop a system of marine parks and recreation sites throughout the sound. This cooperative effort may resolve some of the present litigation regarding disapproved state selection. Another important aspect of Prince William Sound recreation will be provided by private enterprise, the many air taxi operators, tour boat services, guides and outfitters and lodge facilities will help make the sound more accessible for the growing number of visitors. We are continuing to work with the State Department of Transportation and their planning effort to improve access to Whittier. Planning is also continuing for a new visitors center at Portage, although not directly expecting the use of Prince William Sound, the visitor's center will eventually be a key dispersal area for recreation information to over 300 thousand people who Portage annually. This planning must be kept carefully coordinated with any improved access to Whittier. We have a service wide visual management system that helps guide the development of the various resources, this system recognized the importance of the visual resources in Prince William Sound and is designed to help guide management and mitigate impacts of the visual resource. A historic and cultural resource program likewise recognizes the values of previous residence and uses of the sound. We work with the State Historic Preservation officer, and native organizations to protect the many non-renewable resources that are found through-out the sound. In summerizing

the recreation management of Prince William Sound the Forrest Service recognizes the need for a variety of recreation opportunity. We feel that there exist a spectrum of need for the most primitive or undeveloped to the more modern or developed end of the scale. Providing this spectrum recognizes that visitors recognize that visitors have different expectations and needs. Some need facilities and some need only undeveloped areas. Prince William Sound can provide for the vast majority of present and future visitors but planning and cooperation between federal, state and private land owners and other interested groups will be the key to meeting the total public recreation needs. In closing let me emphasize that the forest service is looking forward to management to Prince William Sound in the future. We are especially encouraged by a growing cooperation with state agencies, special interest groups and native organizations. Again, thank you for the opportunity to present these comments and I will attempt to answer any questions.

Number 2/434

Senator Fischer: Thank you very much Jim, that was a very good statement and I have heard of the cooperative effort underway between the Forest Service and State Division of Parks and it sounds to me very encouraging that rather than one or the other getting into this and providing facilities, that both of you will probably be in this effort which should certainly facilitate providing more facilities and more services. I am also glad that finally the Chugach problem is resolved and we can go on from that. Let me ask you one particular question, I understand that there is a lot of pressure on the Forest Service to meet certain timber cutting quotas in the Chugach forest. To what extent is that liable to affect scenic and recreation values that we here today are concerned about.

Number 2/454

Jim Tallero: Let me say that we are also concerned about those values and have recognized those values in Prince William Sound and spent considerable time and effort on inventories and design. There is a recognized timber resource in Prince William Sound and the best way I think to answer

your question is the forest plan will establish an annual allowable harvest and through the process, the planning process that we are undertaking, and through the public involvement effort we will determine an annual allowable harvest. We will use our Visual Management System, our Cultural Resource Management System in the interest of State to design any timber activities and to mitigate impacts to the extent that we can.

Number 2/472

Senator Fischer: Thank you very much Jim, I really appreciate your statement and the very constructive positive attitude. Before we go to Whittier, Cordova, and probably other places. I would like to hear from the other category of major land owners in Prince William Sound and that is the Native Corporations. As I mentioned earlier, Chugach is not represented here today, however, Chenega is. Could we hear on Chenega plans please. Just push that button.

Number 2/489

Gail Evanoff: My name is Gail Evanoff, I am the President of the Chenega Village Council. I am also the secretary for the Chenega Corporation. Last year we were here at your initial hearing when you presented the recreation hearing to the Anchorage area and at that time we had expressed that the Chenega Corporation look forward to owning 69 thousand acres of land in the Prince William Sound and at this point do have conveyance of the majority. We have a development plan that speaks to the recreational aspect of the Prince William Sound. Although, we are being very careful with how we regard it, as our people are being sensitive to their primary needs which is their fishermen in the Prince William Sound and we have always talked about the delicate balance that must exist between the commercial fishermen and the sports and recreation marine activity in the Prince William Sound. First hand we have experienced, where we are out in Evans Island, the much needed search and emergency capabilities or facilities in that area. Although there were some commercial fishing in the Evans Island area the most marine activity that we saw was of the forest and recreation and we did have questions to us

about what we had in the way of providing them basic medical that they might be seeking and we were able to help them in that respect but it came home even more plainer that for were we are that is indeed going to be a higher priority to us too as Chenega Community on Evans Island. But we have identified some land use plans of the Chenega lands and that speaks to developing some land lease programs, putting in some recreation cabins and a mini resort in one of the areas down there. But as I say it is still pretty much in a study, but we look forward to pursuing it in the sound as one of the economic factors and just overall enjoyment of that area in the Prince William Sound.

Number 2/556

Senator Fischer: Thank you very much Gail, just from personal experience I know that Chenega owns some of the most beautiful parts of Prince William Sound. And I know that there is a lot of interest in what you actually will be doing. You mentioned that you may lease some land, provide some facilities, how soon will you know what you will be doing.

Number 2/565

Gail Evanoff: Well, as you know Senator Fischer, our primary concern was and is still putting together the community for the Chenega people. But the plans that the corporation that they are talking about now I think by 1984 we will have something that we are able to publicly come forth with.

Number 2/575

Senator Fischer: Thank you. Have you run into any problems with any of the state agencies that we have been talking with before, either the Division of Parks or Land Disposal or anything in terms of you pursuing your particular interests. Are you concerned about establishment of marine parks in the vicinity of your lands or land disposal or anything of that sort.

Number 2/586

Gail Evanoff: No we have not experienced any adversity as to what we are going or trying to accomplish down on Evans Island. In fact the agencies have been very cooperative. We as a village council have one grave concern that we have not address to an agency yet as we are still trying to identify what agency that is that we need to

talk to, and that is about the littering that occurs in the Prince William Sound that washes up on the beaches. The amount of trash that comes upon the beach is just monumental and just really sad to see, but like I say we have been dealing with so much to build a community of Chenega that so much of the needs have to be addressed and we will get to them. But no, we have not had any problems with any of the agencies as to the Marine Park lands and what we may identify. And we have addressed it but we have not given it as much thought as it deserves because as I say our most primary concern is getting the community built for the Chenega people.

Number 2/620

Senator Fischer: Thank you, I think that you have already made your point on trash. I noticed that both the representative of the Forest Service and Division of Parks made notes after you mentioned that so I think that they will be looking into this.

Number 2/627

Gail Evanoff: Now I know who to talk to.

Number 2/627

Senator Fischer: Gail thank you very much, best wishes for the progress. Next I would like to leave Anchorage for a little while and we'll go to Whittier. Whittier of course is looking at it from Anchorage is the access point to Prince William Sound, we had some excellent testimony from Whittier last year and we have several people who wish to testify. The first one is Mary Lee Brown, I was going to say, it is good to see you again, and it is good to talk to you again, please go ahead.

Number 2/646

Mary Lee Brown: Thank you Senator Fischer for this opportunity, I think basically the point I would like to make now is pressing on the need to consider Whittier in all of these plans that are forthcoming. Increased transportation and access is of course a real high priority with us. Because if you are going to bring the people in here and out, we need to be able to get in and out and to handle the people that come in and out. And I think that one of the things that we are looking at the closest is the development of the present harbour we have. We have approximately 331 slips now with about 314 people currently on the waiting

list. If this recreation use is increased, we know there is going to many many more people needing harbour slips for the use of the Prince William Sound. We would like to stress to all agencies listening and we would like to get the development of our current harbour taken care of, look at the access road to Shotgun Cove and the harbour, so we can handle this influx of traffic when it comes. We are the first people that are going to serve these people when they get here to send them on out into the sound. I think that probably these are some of our prime concerns and another concern that stands upper most with us is safety and rescue here. We do not have the facilities or the capabilities to handle that in the range that arise with this increased recreation use. We are going to need to look real hard toward the coast guard to help us in that area in hoping that they would base rescue operations here in Whittier. I think at this point that pretty well says what I would like to say and I believe that the next person that we have that would like to testify is our Harbour Master, Charles Garrett.

Number 2/686

Senator Fischer: Thank you Mary Lee, Charles please go ahead.

Number 2/689

Charles Garrett: Thank you Senator. Mary Lee pretty well covered what I would like to convey. I think the completion of Phase II and Phase III of the Whittier harbour is of upmost need and the design work of Shotgun Cove Harbour. We have reasons from the ridership on the train is the parking facilities in Whittier are not..... they can bring all the cars in. I think the further development of the Phase II and Phase III were received, we could handle the situation. Thank you.

Number 2/708

Kay Shepard: Yes this is Kay Shepard, I would like to say one word if I may please. I represent the Whittier Historical Center at the Fine Arts Museum here and am very interested in the history and background of Prince William Sound. And I would like to say also that we do need better and more efficient access, and I think that the organizations that have spoken today, it

seems to me that they are working together at a very intelligent manner to develop this area of Prince William Sound. Whittier of course will be developed as that happens. I guess thats all.

Number 2/728

Senator Fischer: Thank you Kay, I am glad you made that comment about the other agencies apparently working together well. Because the question occurred to me, to what extent is Whittier being consulted by these various agencies with respect to what they are doing and what they are planning?

Number 2/736

Kay Shepard: Well yes, we do need all the assistance we can get here. Because we are certainly not prepared and ready to do a good job for tourism of for people who just want to come in and look around. I mean we do not have the facilities here, we should have.

Number 2/744

Senator Fischer: To what extent can the city help provide those?

Number 2/746

Kay Shepard: Well I think that we are getting into position now where we can be more effective in helping to provide these things, we need a toursim.....(end of tape, side two).

Number 3/001

Kay Shepard: .....any organization in this state. Believe me I am very grateful.

Number 3/002

Senator Fischer: Thank you very much Kay, I having been to Whittier agree with you for the need for facilities. Not just for the transient but for those who just want to park and have a shelter and so on. Anyway, please go ahead whoever is next.

Number 3/006

Kay Shepard: Well, I believe that we are not going to have any one else, there is no one else who wishes to say anything. Would you like to speak to Mary Lee Brown once more?

Number 3/008

Senator Fischer: Well, I can say hello to Mary Lee Brown, Mary Lee do you have something that you would like to add?

Number 3/009

Mary Lee Brown: Nothing in particular at this point except to stress that we do feel that many of the agencies that have given us the utmost consideration of late in their

plans, and we would like to thank them for that at this time and we like to thank you for our participation in this.

Number 3/012

Senator Fischer: And I want you to thank you Mary Lee for that comment, it certainly sounds like there has been an improvement over time because I remember past complaints from Whittier. Anyway at this point as long as we are out in the sound we had Richard Gruff signed up in Cordova, please go ahead.

Number 3/018

Richard Gruff: Thank you, this is Richard Gruff. The first thing I think we need to do is put the land status the current land status in the sound in some kind of perspective. And because of ANILCA we now have a lot of private land in the sound and actually less public lands and my remarks might have some bearing here. Private lands probably will be developed at some time and provide the kind of services that the recreationalists that use Prince William Sound would need and desire. My firm opinion is that the remaining public lands should be left basically as it is to be used for the multiple use purposes such as the Forest Service Plan. One of the reasons for why I say that is that because we have the extreme possibility of destroying the very thing that makes Prince William Sound unique. And that is that it has wilderness character whether it's legally classified that way or not and we can control the use of the public land, but we can sure not control the use of the private land very well. And so the development kind of things in my opinion should be reserved for the private sector of the economy. The other thing that I would like to say is that I am really opposed to any land disposal areas in the Prince William Sound because it takes the.....all the remaining questions of public land and especially when you talk about putting those lands into private hands. And even if you had a bay with only one private lot on it, then whoever owns that basically owns that bay and that is really something that is worthy of consideration. I think that the public land that remains in the sound ought remain public all the way. It has always been on my mind since the conception of the Marine Park idea is that the Forest Service is out

there managing you know that land and probably for those same type purposes as Marine Park. And the state came in and got some selections on specific days that they felt were unique and all that for Marine Parks. In a way they duplicate the efforts of another public land management agency and that would require then an organization of state workers to manage and maintain the place and parks. I think thats really a duplication or a waste of effort, the main point though is that we need to make to put those current land status into perspective. Look at a map in terms of private vs. public land. Thank you very much.

Number 3/040

Senator Fischer: Thank you very much Richard, I am also quite concerned about this whole question of public private lands and the usefulness of Prince William Sound for recreation unless we very carefully manage these lands. Your comments are very much appreciated. Is there anyone else in Cordova?

Number 3/045

Richard Gruff: Yes, we have Nancy Decker who would like to testify.

Number 3/046

Nancy Decker: Thank you, this is Nancy Decker. Basically I think that what Richard Gruff was saying very strongly. So those in support of Marine Parks proposed and don't really see one way or the other whether under State or Forest Service Management either way be fine...(sic). On the land disposal question briefly in Prince William Sound, I guess we could just have one exception that unless the State can get some land that are in the immediate vicinity of communities that.....(sic).

Number 3/058

Moderator: Cordova, this is the moderator in Anchorage. We have some static here and I would like for maybe Nancy to repeat that last 30 seconds of her testimony.

Number 3/061

Nancy Decker: I can try to I am not sure I remember exactly.....am I coming through now?

Number 3/062

Moderator: Yes, but we do keep having static on the line. Please try again, and I'll see what I can do from this end.

Number 3/064

Nancy Decker: OK, I believe what I was saying was just that the land status has changed so dramatically I think that .....(sic)....necessarily in the outlying areas which would be used for recreational as much of it is. And I would just like to reiterate again what Mr. Gruff said in terms of that .....(sic).....refused our disposing of lands in the outlying place where people are now using recreational purposes because they have that wilderness quality and we don't want to see that quality taken away. We appreciate the opportunity to testify, thank you.

Number 3/077

Senator Fischer: Thank you Nancy, as I understand, we kept losing you, but I think as I understood the point that you were making was that you do not support land disposal except in the vicinity of communities. Is that correct?

Number 3/080

Nancy Decker: Yes that is .....(sic)... true.

Number 3/081

Senator Fischer: OK is there anyone else 'n Cordova who wishes to testify? If not we will go to Soldotna and we have Jane Gab who is registered.

Number 3/086

Perry Levit: Hello Vic this is Perry i ..

Number 3/086

Senator Fischer: Hello Perry welcome Cordova again. Perry we are getting horrible static. It seems to have something to do with your control switch, maybe talk into the mike or whatever but we are having problems, please go ahead.

Number 3/090

Perry Levit: All right then. I am sorry that I was not able to be here during the rest of your conversation so what I say may overlap and I'll be very brief. In turning the Alaska Marine Park System we have been a supporter of the park system for some period of time .....(sic)....

Number 3/097

Senator Fischer: Perry we lost you, we've got some heavy static in there.

Number 3/098

Perry Levit: I'll try another, now can you hear me, over.

Number 3/099

Senator Fischer: Yes we can hear you now.

Number 3/100

Perry Levit: I'll try a different mike here. As I said as far as the Marine Park System, I have been a supporter of that in a number of locations I believe that one study that I saw had some different locations, we would like to see reasonable development of the park system. Concerning the transfer of...(sic)....property into private hands. Because of the vast amount of land that has been transferred to the Native Corporations.....(sic).... our position is that we would not like to see any.....(sic)....keep the land in public ownership until better management can be developed. Another area that on the Marine Sanctuaries, we would like to know a lot more about that before....so that we can intelligently comment on .....(sic).... At this time I don't think we have enough information. There has been some discussion about leasing or selling trees in the sound and that seems that the Natives in owning as much land and timber as they do in particularly down in southeast in a depressed market. This would not be the time for the state to enter into a marketing program or timber industry in Prince William Sound. I would be glad to answer any questions. Again this Whittier access I'm sorry I almost overlooked that. A road Cordova has not been in support of roads.....(sic).....I think we would support a one way traffic signal system to facilitate vehicles and traffic into Whittier.....(sic)....over the mountain will probably only be a part time load or close to that. I'll be glad to answer any questions.

Number 3/136

Senator Fischer: Perry thank you very much for covering the points that you did and they are very useful. We did lose you at one critical point when you talked there about getting into land disposal. Could you repeat your statement, your position on land disposal again please.

Number 3/141

Perry Levit: Yes I would, concerning land disposal we are opposed to any further land disposal of public lands into private hands at this time. A large number of acres have been disposed of to the Native Corporation we would like to see how those lands were used and land management plan development

before we further dispose of state land or forest land. The other point that I made that you may not have heard is that I would be opposed to any timber sales in the sound with the large amount of timber that is in the hands of the south.....(sic).....I don't believe that this would be the time to try and .....(sic).....thank you.

Number 3/156

Senator Fischer: Thank you very much Perry, we received your statement on land disposal and your point on timber sales and leases. Is there anyone else in Cordova who wishes to add some comments?

Number 3/160

Anonymous: At this point there is no one left in Cordova, however we may get somebody before the end of the conference so I will remain on the line. Cordova is out right now.

Number 3/162

Senator Fischer: Thank you very much Cordova, lets try Soldotna at this point.

Number 3/164

Moderator: Senator Fischer this is Whittier going off the line.

Number 3/164

Senator Fischer: Thank you Whittier it has been a pleasure.

Number 3/165

Moderator: Whittier would you please stay on the line for a minute.

Number 3/165

Moderator: Yes I will.

Number 3/166

Moderator: This is the moderator in Soldotna, we have observers only.

Number 3/167

Senator Fischer: OK thank you Soldotna, I hope you enjoy observing. We have one person in Mat-Su in Palmer please go ahead.

Number 3/170

Helen Wooding: I'm Helen Wooding a kayaker from Palmer, independent. I am one of a growing number of kayaking enthusiasts in the Prince William Sound. We are using fiberglass and rubberized canvas holding kayaks like the klepper. NOLS the National Outdoor Leadership School has classes from 20 to 30 people at a time out for 2 to 4 weeks. I met Pacific Rim Adventures from Bellingham, Washington they brought two groups to Prince William Sound this summer. The Bear Brothers have had a guiding business for several years and I know I have opened doors

in Cordova. But most Alaskans like to do it by themselves and take trips independently. Fishermen tell me they see more of us kayakers all the time however, the printed source material is scarce. Chugach National Forest has some material, the US Geological Survey maps are available but expensive, the paperback book Exploring Prince William Sound by Neil and Elizabeth Johansen has not been available this year. The first question a new kayaker will ask of one who has been out there are one "where will I find drinking water?" and "where are the good camp sites?". During the times of extreme high tide, there are very few places that are high enough for safe camping that I have found. Sometimes you can find high ground for pitching one tent but there might not be running water. Season kayakers tell me they often must hole in waiting for a storm to pass maybe up to five days. It is comforting to know where such a stopping place might be when you know a storm is brewing. It has been said to me by fishermen, "water is no problem it's everywhere". But late this June after more than five days of warm weather I hunted one entire day to fill the water jug. It was alarming to me to hear the number of fishermen, like up Easter Passage and Upper Port Wells answer, when I asked them about a weather report, that we do not get a weather report up here very often. Access is one of my concerns to get to safe protected areas for kayaking we have three alternatives. We can paddle all the way, we can have a charter service take us out where we want to be, or we can catch the Tustumena once every ten days to be dropped off at Evans Island at San Juan Cannery. However, when I was one that ferry the last Friday in June, it didn't stop there because of fog and we were dropped at Valdez the next morning. There were 20 people planning to stop that night and we had to figure out some way to get to where we wanted to go and we did not have proper maps. I also would like to have the new up-to-date Native claim area map. So in summing up what I am trying to say, I'm really asking very little, that I would like to know the printed brochures of the good high camping areas, the available streams, I would like to know where the water is non-existent. It would be nice to know by

visible plaque the good camping sites. So thank you for listening to me, I'm Helen Woodings in Palmer.

- Number 3/234 Senator Fischer: Helen thank you very much, as a fellow kayaker I've been in the same situation as you looking for water, looking for camp sites. There is several volunteers here in Anchorage who are willing to go out who are willing to go out and explore all of Prince William Sound to make those maps but a number of people have taken notes while you were talking and I hope that this will stimulate some responses. Again, thank you Helen. If there is no one in Mat-Su we will stop at this point before going to Fairbanks so Whittier can get off the line.
- Number 3/245 Moderator: OK in Whittier this is Barbara in Anchorage.
- Number 3/245 Moderator: Yes this is Kay.
- Number 3/245 Moderator: It is my understanding that you would like to go off line at this time?
- Number 3/246 Moderator: Yes if most of the speaking has been done.
- Number 3/249 Moderator: We have several more speakers if you care to....
- Number 3/249 Moderator: Where are they from? Do you know at this time?
- Number 3/250 Senator Fischer: One in Fairbanks, and several from Anchorage.
- Number 3/250 Moderator: One in Fairbanks, and several from Anchorage.
- Number 3/251 Moderator: Well then I think we will stay.
- Number 3/252 Moderator: OK, thank you, I'll have to dial you off. So when you need to go off you let me know.
- Number 3/255 Senator Fischer: OK, we will now go to Fairbanks before returning to Anchorage and Rodger Burggraf please go ahead Rodger.
- Number 3/256 Rodger Burggraf: Thank you Senator Fischer, I appreciate the opportunity to make a few

comments here. I have as a youngster, I have lived and worked in Southeast Alaska and I realize the importance of having areas set aside where people can camp and enjoy, you know, the country. My initial gut reaction was to oppose SB 794 when it was first proposed, you know in setting up Marine Parks. However, on second thought I think that it might not be such a bad idea if properly implemented. I have not had a chance to really study the bill that much. My biggest concern is that I would like to see Marine Parks set up, but I don't want us to run into a situation where we have a large land lock-up as we have had in so many other situations. I believe in private enterprise developing private lands for camping and docking and other facilities that people can enjoy. However, with the transfer of large blocks of land to private corporations, access maybe denied to the public to enjoy the scenic beauty of these areas. I think one way of insuring that the public is able to get into some of these areas is possibly to set up Marine Parks in these areas where access maybe denied. However, as I mentioned before I don't want to see any more land set aside than is necessary. Basically this is my concern on the Marine Park, having lived in Southeast Alaska I do know some of the problems that occur there, and not being able to utilize certain facilities and I think Prince William Sound and other areas in Alaska may be in that same situation. I think that all of us are entitled to have a chance to get out and enjoy the state and I would be in favor of having camping sites set-up where water is available and also small docking facilities which the public could use. That's basically what I wanted to cover Senator Fischer.

Number 3/307

Senator Fischer: Rodger, thank you very much for your points, well taken. Is there anyone else in Fairbanks who wishes to speak to us?

Number 3/310

Rodger Burggraf: Senator Fischer, I believe that I am the only one here right now.

Number 3/311

Senator Fischer: Well it was a pleasure hearing from you Rodger, next we will move to Anchorage and we have several more people

here who would like to speak. Let me check first, is there anyone in Valdez? We do not have any indication but lets check.

Number 3/316

John Allen: Senator, this is John Allen of the Tatitlek Corporation.

Number 3/317

Senator Fischer: Go ahead John.

Number 3/318

John Allen: How are you doing today?

Number 3/319

Senator Fischer: I'm just fine, I hope your well, the sun is shining here.

Number 3/320

John Allen: As a president of a Native Corporation I don't know what people always say to me. And after listening to some of that comment, today it amuses me on their feelings on what we are going to do with the land. They have the idea that it's not considered private land and we consider it as we do have a private ownership to it. They seem to think that we are going to lock it all up and not let anybody touch it much less look at it and that is kind of amusing. We have never get in anyone's way of using it as a recreational purpose, all that we have ever asked is that they respect it like they respect anything else. We do have plans for our land, we do have plans, we are a large timber holder in this town. The Tatitlak Corporation probably is the largest private land owner in the sound with somewhere in the neighborhood of 87 thousand acres and we will control. I thought we had 300 million acres, 300 million board feet that we did plan to harvest somewhere in the future when the market starts to look a little better. We also probably have one of the most valuable pieces of realestate as far as tourism development goes that being Heather Island which we do have plans to start to develop somewhere in the near future specifically in 1983. We will developing that at as a tourism site with either a day lodge and or having the facilities for over night accommodations. I think that since we are the....since the Native Corporations are the largest land owners in the area, I think our actions will impact what happens as far as tourism development recreational development more than anything else. We do have plans to develop it, I know all three Native

Corporations that being Chenega, CINA, and Tatitlek do have plans for some sort of tourism accommodations in the near future. Our concern, the Tatitlek Corporation, in looking at the land ownership, we find is going to be between Whittier and Glacier Island where you virtually have no private lands and this is an area that I think is going to be needed to look into in development of tourism in this area. One of the problems that we feel along with everybody else, we agree that we need to do something with Whittier and that is something that is going to have to be worked out through the legislature as far as we are concerned.

- Number 3/368 Moderator: Yes Whittier is back on the line, did you ask for us?
- Number 3/371 John Allen: Marine Parks, you know we supported you last year when you were attempting to get this through the legislature, I never did find out the status of it. But I would ask that you would push for the expansion of the Marine Park System to what you were asking for last year.
- Number 3/377 Whittier (Anonymous): Yes, yes we were. We were also trying to emphasis the access road into Bear Valley.
- Number 3/380 Senator Fischer: Thank you Whittier, thanks a lot for your comments. John are you finished or do you have more to say?
- Number 3/383 John Allen: That's about it Senator.
- Number 3/384 Senator Fischer: Thank you very much for your comments, I think that your points are very well taken and they reinforce what some of the others have said about the importance of the Native Corporations in development of facilities for tourism. Could you tell us one thing, how soon do you expect to move ahead with developing some of your tourist facilities such as the lodge or others that you might get into.
- Number 3/393 John Allen: Senator we are looking at a development with at least a minimum of a day lodge on Heather Island next year.
- Number 3/395 Senator Fischer: Next year already, that's

great. I am not quite sure where the island is but just the fact that's its an island would indicate that would be for boat access. Would that be for tourists mainly or would it also serve commercial fishermen?

Number 3/400

John Allen: The Heather Island is directly in front of the Columbia Glacier which is a tremendous drawing card with utilizing that. But it would also be for commercial fishing we would also think that we would have the facilities to re-fuel and maybe sell some groceries in that area.

Number 3/406

Senator Fischer: It sounds great and I look forward to visiting you there. John thank you very much.

Number 3/410

Moderator: I have a participant in Valdez who would like to speak.

Number 3/411

Senator Fischer: OK let's take that person.

Number 3/413

Ron Larkin: Director of the Emergency Medical Services this year and in sitting and listening to this I think that there has been one over shadowing measure to the fact that there will be additional people in and out of Prince William Sound. And I'm interested in providing the best emergency medical care possible for all of the additional traffic. We are somewhat limited in that regard at the present. So we will be looking for both advise and assistance at the state level. We just wanted you to know that we are very interested and we are keeping abreast of what is happening and you will be hearing from us in the future.

Number 3/422

Senator Fischer: Emergency Medical Services is something that we have been much concerned about. We were working with Perry Levit at the end of last session on that and Tom Scott is here and we will hear more on that in just a minute. Thank you Valdez, we will now come back to Anchorage and we have Stan Moberly of the Alaska Department of Fish and Game who's going to comment on the relationship between Prince William Sound development for recreation and the fish and game resources.

Number 3/436

Stan Moberly: Thank you Senator, Director of the fisheries enhancement rehabilitation.

I would like to thank the Senate Resources Sub-Committee and Parks and Recreation. My testimony is directed towards fisheries rehabilitation enhancement and evaluation activities. Sport fishing opportunities in Prince William Sound are limited because of the small runs of coho. This is particularly true in those areas which are generally accessible to the public. As facilities and accommodations are developed in Prince William Sound these limited resources will be even more inadequate unable to meet the demand of the sport fishing public. During recent years the angler effort in Prince William Sound has averaged approximately 47 thousand angler days of effort. The only means to meet the projected demand for this type of activity will be with aquaculture enhancement techniques. A program to enhance the sport fishing opportunities in western Prince William Sound has already been initiated. A coho and shanook salmon small planning program in the Whittier vicinity was begun in 1978. The catch from this project is nearly 3 thousand fish for anglers annually. This project under the direction of Dr. Bill Houser of the Fish Rehabilitation and Enhancement Division, is being expanded into a nine year program which will include fish stocking in 13 lakes and streams within a boating radius of 20 miles of Whittier. Nine years was selected based on our assumption for development in this area. The schedule is flexible however, it can be curtailed or accelerated as development progresses. This expanded program is designed to supply nearly 40 thousand adult coho and shanook salmon for sport fishermen. Since the fisheries in Prince William Sound can be enhanced only by aquaculture techniques, I request and recommend that activities be allowed to continue and expand after the Alaska Marine Parks System is established, these continued aquaculture activities include such things as fish stocking, egg planting, fish ladder installation, lake fertilization, spawning and rearing area development, etc. The present program is briefly described, is strongly supported by the communities in Prince William Sound and Forest Service and several thousand other people who recreate in that area. SB /94 authorizes the

Commissioner of Natural Resources to allow for the development of aquaculture facilities in the park. I encourage that emphasis be placed on this and that aquaculture activities by the FRED Division be encouraged, not just authorized by the commissioner to allow for. Encouraging recreational opportunities in Prince William Sound dictates that recreational fisheries must also be provided for. And aquaculture is the only way to increase sport fishing opportunities. Thank you.

Number 3/494

Senator Fischer: Thank you very much Stan. I remember at the end of last session of the legislature there were all sorts of pressures on the FRED Division in terms of inadequate funds to operate even the facilities you had. Is this something that is already impacting Prince William Sound? To what extent is it liable to effect us in the future?

Number 3/503

Stan Moberly: The program was funded 1.7 million dollars below our request for this year at the same time three new hatcheries were brought on line plus the reconstruction and renovation of the Anchorage complex. This in effect curtailed many of the activities. Prince William Sound was not as hard hit as some areas. But unless the program is reaccelerated and this part of the program provided for it will have to be curtailed just inflation alone will eat up those small activities. We came very close to restricting more of the activities of the two hatcheries we run in the sound this year and came very close in fact of closing one of them down.

Number 3/517

Senator Fischer: Stan another question, it has to do with the relationship between Prince William Sound and Cook Inlet fishery. Do you see a potential of channeling more of the fisheries effort toward Prince William Sound and thereby relieving Cook Inlet to some extent.

Number 3/527

Stan Moberly: That's certainly an opportunity in reaction to some of what we are hearing along these lines this last June we reassigned one of our top biologists I mentioned Dr. Bill Houser to work only on recreational opportunities in Prince William

Sound and Cook Inlet and that is a definite possibility to channel certain segments of your recreating public into certain areas. I have never looked at it quite in that light but we have the new trail lakes facility and the new capabilities of the Anchorage complex plus the two facilities I mentioned Main Bay and Cannery Creek in Prince William Sound, the Big Lake facility and so on and mixing and matching all of these opportunities it's quite possible that we could direct part of fishing public to opportunities to place. It is certainly a good idea.

Number 3/546

Senator Fischer: OK thank you very much Stan, I will certainly try to get all the funds I can for your division. Thank you for testifying here.

Number 3/551

Moderator: Anchorage this is the moderator in Juneau.

Number 3/552

Moderator: Yes Juneau.

Number 3/552

Moderator: I have no more participants and I am not expecting any more, if it is all right with you I think that I will sign off.

Number 3/556

Moderator: OK thank you and have a nice weekend.

Number 3/556

Moderator: Thank you, Juneau clear.

Number 3/557

Senator Fischer: OK we are back and still in Anchorage, next we have Chuck Evans.

Number 3/564

Moderator: This is the moderator in Soldotna, when you are transmitting we do not hear you.

Number 3/568

Chuck Evans: Thank you Senator, my name is Chuck Evans and I have had considerable experience in Prince William Sound, I have been a resource investigator and manager in the fish and wildlife resources for a number of years. I am speaking now as a private individual, a boat owner who uses Prince William Sound out of Whittier, we sail. Our use and our view, like lets say our use, our recreational use if you will, I try to differentiate between sightseeing and tourism and although I realize that it is a very confusing mix. But our perception of

the sound is, as a couple of other speakers have mentioned, a semi-wilderness type area with a number of economic uses taking place, a number of people living there with different styles of life. And we try to...our part of our use of the sound, recreational or whatever is to use the country on its own terms, we have done it in the mountains, we have done it on the rivers, we have done it where ever we go. And so we are first of all overwhelmed and considerably frightened by the burgeoning organized recreational use and the programs that are established to accommodate that use. We do realize of course that this burgeoning use is real and certain things have to be done to accommodate it and to develop use plans that will assure that these uses do not overlap to the extent that they conflict with each other. So we can see that things are changing, the world never stands still. We take our boat over to Whittier on the train in the Spring and we bring it back in the fall is one of the most stressful, both physically and nervously stressful activities we engage in. We like it that way because one of the attractions and Prince William Sound is that there is a natural limitation of access. We recognize I think that access is going to have to be improved but certainly we would not support improvement beyond the improvement of option #1 that Stan McCalister described. Improving the shuttle and improvement of course of passenger services because the people of Whittier have pointed out that there is a problem with accommodating further vehicles and it is quite obvious that there are limitations but passenger traffic is the ferry passenger uses (sic) and many other emerging charter services. I would like to reiterate the statements that several people have made that the private industry will provide access beyond the harbour facilities. Going back to harbour facilities I can understand the frustrations but there again there's a certain value to country that doesn't open itself totally to uncontrolled access. I think Cordova has recognized this in the past years from the time when Cordova was wildly in support of a highway. And I think that my sense in recent years that they have recognized the value of the limited access

they have. Land ownership is a second major issue, as several people have pointed out there is lots of land in private ownership, I think there is no question that the people who own that land are interested in being accommodating to the needs of the public and they have to make a living for one thing and they will develop facilities on private lands that will meet the needs of the people and this was brought out in the most recent testimony. I don't think that we have to fear any lack of facilities for overnight stays commercially or for boat facilities. I would certainly resist any further transfer of lands to private ownership for residences or whatever. I am convinced that the implications of such private ownership on the other values of the land are too great. As one person pointed out, you put a drawing on a bay for all practical purposes reserved. I felt this myself, we have felt it in places where these buildings were unoccupied, this is somebody else's land and so you stay away from it. Then we get to what we should do with public lands, and I have viewed this marine parks thing with considerable trepidation and it has become clear that it is more or less an either/or proposition, it is either a Marine Parks or its private ownership and that being so, let's do the best we can with the Marine Parks. My feeling there is that I think that the people who are managing the program are in agreement is to just go slow and don't do any irrevocable moves that will so alter these areas that they may damage the resource. Most of these areas are.....(end of tape, side #3).

Number 4/001

Chuck Evans: most of the people who are willing to spend the time and get the equipment can make use of the sound as it is now, and if they don't want to do that then there are people who are willing to provide charter services who are able to do it. The same thing would apply of course to camp sites and shelters. You know, we sympathize with the kayakers, we sit in front of our wood burning stove and the wind blowing outside and the rain coming down swamping our area we think of the kayakers. But the one series of testimony we got from the kayakers stressed their desire for independence and I don't think that you can

have it both ways, you either are going to take the country on its own terms and explore it or you are going to be a tourist with a capital "T". Not that tourism is bad we have taken (sic)...we think its great its different, different from what we do. So we don't feel that this is a conflict with our use but it is a different type of use. We don't think it's a conflict with the fisheries, although the fishermen should speak to that, we don't think it's a conflict with the people who live on the land, again that is their question. I think when you speak of expanding private recreation and I think that the last speaker is one in point of...fisheries are not very abundant and are not very productive in Prince William Sound, they are highly varied. Wildlife resources as a whole are highly varied in Prince William Sound, with relatively low productivity. But the fact remains, most of us are fishermen, we are, we find that Brad Phillips Enterprise has gone from 3 thousand in 1974 to 15 thousand in 1982. They are not fishermen, but the harbour use and the total use of the sound has increased correspondently in spite of the fact that the fisheries are not particularly productive. I question that there is a need to develop sport fisheries through enhancement of runs, if there is a legitimate reason for enhancing roads for commercial purposes I have no problem with it. But if we are just going to attract further use of the sound by....in other words my experience has gone back a number of years I'm getting pretty ancient, is that when you enhance a fisheries through artificial means you merely attract a whole new layer of participants some of who you may quite well drive out the original participants. I have seen this happen a number of times, the crowding that results, from the people I sensed this was with the cohoes in the Whittier harbour, when the cohoes are in the place goes kind of wild. Well maybe for the people who are trying to make a living from selling hotdogs in Whittier that's good but there might be some better way to attract the people who do go through Whittier and would go through Whittier if they had better facilities. In other words I would like to look at this fisheries enhancement very carefully before

it goes overboard. I think that's about what I have to say and I have taken a lot of time and I appreciate it.

Number 4/051

Senator Fischer: Thanks Chuck, I have sort of a basic philosophical question to put you, as I listen I hear you say that I have got a good thing going and I have a boat and I enjoy it throughly and keep the rest of them out. Given that we have this phenominal area there and the tremendous pressures that we have on the Kenai and up in the Susitna Valley and let's say in other areas. Number one, isn't there sort of a justification for relieving the pressure on other areas, number two given the beauty of Prince William Sound isn't appropriate to share it to permit more people the opportunity to get out there on either on boats like you or in kayaks or however else to appreciate and enjoy that gorgeous scenery that is there.

Number 4/067

Chuck Evans: Well Senator Fischer you have touched on a subject that bothers quite often because it's true. I don't think this entirely relates to the phrase "I've got a good thing going, let's keep the other out." Because I would apply the same philosophy to an area that I never expect to go to. When you increase use beyond a certain point, then I think in most cases the total value or in many cases....there is a certain point beyond which the total value of the area of all people is reduced. But I don't think we know where point is in Prince William Sound, I think it will be quite a while before we do. We have to see I think how the new land owners are going to use their land. But the present limitation to access that I'm talking about does not limit it to any particular people. The values were there because we had our boat. The limitation as in this case as it is in many other cases is the difficulty of getting in, at not expense, nobody is denied access. It's the same as the mountains were you only have trails, nobody is denied access. But if you put a limitation on the use of motor bikes to go up that mountain you are not going to limited anyone you are merely trying to preserve the value of the mountain to those who are willing to take the trouble to go up there, including the motor biker if he wants

to leave his bike down at the trail. This is a very difficult and complex question but at least let's try to calculate it that way.

Number 4/090

Senator Fischer: Thanks Chuck, that was a good response. Thank you very much for your views and ideas and values. Next we have Tom Scott who is going to talk to us a little more about the problems of medical services and emergency services.

Number 4/097

Tom Scott: Thank you Senator Fischer. The emergency medical services in the sound are currently provided by volunteers and the communities of Cordova, Valdez, and Whittier. Those services are organized primarily to serve the needs of the immediate community. Search and rescue in the sound is statutorily the responsibility of the United States Coast Guard and the Alaska State Troopers both of which, both organizations do not have the resources, manpower, or equipment, or finances to really adequately meet the needs of the search and rescue in the sound. Consequently the volunteers, the volunteers who provide their service to provide EMS to their fellow citizens in the community never fail to respond to a call to search and rescue in the sound. Currently we had a meeting last spring of the EMS folks from the sound in Cordova to discuss just common problems and overwhelmingly the response was that we are doing OK in our communities but we are just having a heck of a time meeting this search and rescue response. Primarily its lack of coordination between the communities and between the (sic) of agencies that have responsibilities in the sound including the Troopers, the Coast Guard, the Forest Service and the different communities not talking to each other and basically it came down if fact that there is no planning or coordination going on between these agencies. What happens is that there is a need for assistance, the controlling agencies calls for it and they get it at that time is hap hazard as it may be. At our meeting in the spring we decided that the most important thing we need to do is to get a regular group together of these agencies to develop a search and rescue plan for the sound, and had planned to do that this fall. Unfortunately the funding for

that was included in the budget of the Southern Region EMS Council which is the organization I represent and our funding was cut this year, we are a state funding agency by the Health and Social Services. We were in part one of those agencies that got cut by the legislature in their effort, because of the spending problems this year so we have been unable to convene the meeting that we planned to have. What we would intend...the result of that meeting would probably be to develop a plan and also identify some of the major resource problems that need to be addressed and those are the areas of communications which everyone has got a different radio frequency. There is no set plan on who is going to be in control of any one search at any one time and who should be talking to who. The other problem is transportation which I know you are well aware of, having been involved in trying to get some funding for a helicopter this summer ought to be stationed in Cordova. We have a problem there, what do you do out of Whittier, there is no Coast Guard, the only thing we have in Whittier is the volunteers and usually our communications are not even aware that somebody is lost at that point because there is no trooper there or no Coast Guard Station. The volunteers asked for funding, and got funding for a rescue boat to fund a rescue boat this year. Again, the problem is who is going to notify them that it is needed and so forth. The volunteers are not....they enjoy their work in search and rescue and there is not too much concern that the impact of greater recreational use of the sound is going to take more out of their lives than what they give now because they give it willingly. But they would like to be able to do it a little more efficiently and feel that they could be involved in searches where they actually rescue people instead of involved in body recovery.

Number 4/166

Senator Fischer: Tom, what needs to be done by the legislature, aside from giving you adequate money, to affect a well coordinated program for Prince William Sound? Do you need legislation or is it basically funds

for facilities for communications devices, for transportation, and so on.

- Number 4/174 Tom Scott: I don't believe there is a need for more legislation at this point Senator. I think that there is a need for funding, I feel the acuteness right now is to have the funds to develop a plan, to do a needs analysis and find out what we really need down there. And set up an organization so people are talking to each other and then possibly fund any additional resources. But I don't think there is a need for additional legislation other than more support of the Trooper's search and rescue function and that's about it.
- Number 4/184 Senator Fischer: And lastly one more question, I'm not sure that you are the one to answer it. But why is EMS under Health and Social Services and not public safety?
- Number 4/187 Tom Scott: Emergency Medical Services Program started out as a medical care program as we developed in the last 10 years in improving the ability of people to provide care outside the hospital. It has come about because of the recognition of the medical community that they can provide this training to volunteers to actually start IV's on people and do things that was in past done only by physicians. And because of the fact that it requires a heavy physician involvement in the program, it is being considered a Medical Care Program as opposed to a Public Safety Program and is in the Division of Public Health for that reason.
- Number 4/199 Senator Fischer: Thank you very much Tom. Next we have Joe Durkin. Joe I haven't heard from you for a while.
- Number 4/203 Moderator: Cordova do you hear me?
- Number 4/203 Moderator: Yes Cordova this is Barbara.
- Number 4/205 Moderator: Yes I just wanted to let you know that I have two more people to testify so please allow time for them.
- Number 4/206 Moderator: OK thank you Bill.
- Number 4/207 Senator Fischer: I just hope we can hear them this time Ron. Go ahead Joe, push that

little button towards you.

Number 4/209

John Durkin: Senator my name is John Durkin I am a partial fisherman, I have for the last 20 years fished Prince William Sound the Gulf of Alaska, Cook Inlet, and Britol Bay. I would like to bring up five or six different subjects, I would like to run through quite a few of them. The same thing that you are doing now, I did fifteen or seventeen years ago under Operation Break-Through. The development of Prince William both in the commercial, recreation, and sports fishery. The same thing came up the same questions came up and I believe that you remember that Operation Break-Through lasted for over a two year period and had every segment of Alaska involved in it. I did provide, I did take the subject, I did follow the subject and it is the same identical thing that your doing here fifteen, seventeen years later. The main thing that we are really talking about and which you heard in the testimony today is shall it turn around and be a private playground or shall it be public lands. That's it in a nut shell. You use the work accessibility, there was various testimonies to Whittier and the still Whittier and the accessibility of Whittier in these last seventeen years has not changed one iota. The tunnel could have been payed, the accessibility could have been paved. And I would like to point out to the testimony given on the LaTouche development the private (sic) that's coming up down on the lower end. Senator Dankworth and Cliff Groh turn around and both testified how they had turned around and provided Whittier with the funds and they have got nothing there yet. You yourself remember that every time you have a code of ethics or conflict of interest type legislation, I'm always there, and have been for the last five or six years on the particular subject, what I use the word white collar crime. We use the main thing, had that thing had a correct state inspector, the accessibility would have been done and the attitude is now that if...and it is thrust by Senator Dankworth in the testimony and showed up in the papers that you turn around and give them the money, and they turn around and waste it. You must remember that if you don't have on instate

inspectors, to turn around and insure that the equipment that is used and it's not running 24 hours a day and you are wasting the money that the legislature has voted. That same problem that you will be facing with development, correct use of state money. Also, on the other hand you asked the question, some of the questions came up....relieve the pressure on the Kenai Peninsula and is an operation break through. The population of Anchorage now has far exceeded and far outstripped by about 30% of what was envisioned then in the final report. Now your 600 thousand population figure is right around the corner. Anchorage is expanding, its just turned around and went through eight years of this current administration, fencing in Anchorage. And that's what it always has been a fenced in. As Anchorage expands, your problems will increase, particularly in recreation aspect. To turn around and take the vast amount of population of Anchorage and try to choke it into a fence. And that is but the, we went through eight years of fencing around Anchorage. The recreation aspect, the development of Whittier should be a priority. When I use the word development of Whittier, there should be a guideline, and nothing like went on down there the last time. Because that played right into the State's hands. Some of the testimony was given here you have to remember that the..... the fear so that you understand of the commercial fisheries over there, these herring licenses, particularly up in the upper end there are worth 100 thousand dollars, you can find them advertised in everyone of your papers, salmon licenses about 60. The fear that Coghill, Unakwick, and Ashammy will eventually evolve into a sports fishery. The one thing about it, the population of Anchorage is not going to stop growing. In the line of incomes, some of the incomes in the upper end up there in a single sit from 6 to 9:00 in the morning that Coghill this year were 100 thousand dollars. Some of the herring fisheries up there, within seven or eight days, 450 thousand dollar incomes. So that is the fear element that is coming from the other side that you see and hear. We wanted a private land, a non-public accessibility. I don't think that they are

going to turn around a change it I think that the problem is going to grow for the years to come as it has in the last fifteen years. Because your doing here what exactly one of the intent was, what are going to do in a couple of years? And the growth of Anchorage particularly in a recreation aspect, what recreation aspect is going to be provided to Anchorage? Basically what should have been done and could have been done, and could have been equitably is an hour out of your house and step into your boat. Now as far as the kayakers and everything else, we used to seine down the lower end of the inlet, excuse me the lower end of North Twin and South Twin and the entrance to Prince William Sound. There were kayakers down there who were comparatively safe, there was fishing fleets through there as in the spring is the herring fleets up through all throughout Prince William Sound. So there is a good amount of, there is a good amount of boats there. But like anything else, and they came from all over the country, particularly the school elements, they operated in comparative safety. But I would like to point out one main thing in the line of various testimony. We are talking of accessibility to Prince William Sound through Whittier not through Seward. You turn around and go in after some of these people and the skiffs that are up there trying to climb a rock pile of junk and making that 29 miles across there. Accessibility is not for the general public as far as accessibility into Prince William Sound out of Seward. Commercial fishermen respect that piece of water coming across there, it is not a great amount. Development of Whittier and development of Prince William Sound should be done through Whittier.

Number 4/319

Senator Fischer: Nobody has suggested anything else.

Number 4/320

John Durkin: OK yeh I would like to, I think that would, that would just about.....Oh yeh I would like to say one other thing for your own information. We spent a great amount of time around there, we did try to buy Port Ashton from New England some years ago and we do have the

interest in the lower end of Prince William Sound. With even in those years, even the forest service maintains such an iron hand control of you either paint your buildings on those forest service leases or we will go in and put our professional bug in there and burn them out. And they did have a professional fire bug running all over Prince William Sound. It was reined with a iron hand federal affair, I think that to some extent that the development can be orderly as far as the....maybe you might toy with the idea....you said emergency medical services. There is going to be a village down there at Port Ashton, the relocation of Chenega, it will be established, it will be people there living all year round, it can be developed that you can turn around and put transponders and if the.....I don't think there is anything that doesn't say that in the line of safety that you would require somebody to turn around and carry a VHF radio or even a CB radio and have transponders up there. Prince William Sound is comparatively safe, you can turn around and.... ...that the people can turn around and for say at least and say for seven or eight or nine months a year operate around there in comparative safety. There is a particular time when there is no place for the kayakers which is those words. So I think all the problems can be handled and your not looking at the development of Prince William Sound right now, your looking really at the development of Anchorage. What are you going to do with it? And as far as it being a little private play ground like has been attempted down on the lower end.....huh, uh,..... you get you...and it is going to be a major elective issue in the years to come. Because what you are doing now is just what we did seventeen eighteen years ago. Any questions?

Number 4/362

Senator Fischer: John, thank you very much, I don't have any questions but I appreciate the information and what you have done before and your views and it is good to hear from you John. Next, if the people in Anchorage will stand by we'll go and pick up Cordova.

Number 4/370

Moderator: Jeff .....

Number 4/370 Moderator: Would you repeat his name please Bill.

Number 4/370 Moderator: Yes Jeff Stonehill.

Number 4/372 Moderator: Go ahead please Jeff.

Number 4/378 Moderator: Cordova this is Barbara here in Anchorage, I am not hearing any testimony at this time.

Number 4/381 Jeff Stonehill: Is this better?

Number 4/381 Moderator: Yes I hear you fine.

Number 4/382 Jeff Stonehill: All right I'm Jeff Stonehill, I am a commercial fisherman in Cordova area in Prince William Sound, I am a member of a board of directors of the Copper River Fishermen Cooperative and the Prince William Sound Aquaculture Corporation. I just came in on the tail end of the testimony today but I would like to make some input here as a commercial fisherman basically as an individual. I feel that the commercial fisherman has been a major user of Prince William Sound in the past and this is definitely changing and will continue to change and I don't think that they resist that. As far as land being transferred into private hands I feel that with the Native selections in the area there is probably enough land now in private hands when that is conveyed sorted out by the Native Corporations and certain areas that are prime recreational areas by the people made out to the other segments of the population. So I don't really feel that the state should be opening up any large new areas. As far as the multiple-use concept over the years that the Forest Service has tried to carry out I think they have had varying degrees of (sic). I feel bad logging off (sic)...I hope that it is done more carefully. And I feel that it is being done more carefully these days, there were areas in the Coghill especially that were easily accessible but that was the prime reason that they were logged and they certainly were a prime recreational areas as well. I don't think enough thought was given to that. As far as sport fish use and commercial fish use the sound is big enough that we can all use it. I would like to see planning for these areas to be separated as much as possible. Since

that Aquaculture Corporation is presently raising in the sound and this has been financed by all user groups but primarily by the commercial fishermen industry and matching grants from government. But they have plans to create silver runs and delete some in areas such as Corra Pass which are not primary commercial fishing areas and I support this approach to plans in the future to separate the sport fishing areas from commercial fishing areas wherever possible so that we don't create a gear conflict there and you have got to concentrate on sport fishing areas that are closed to Whittier or other access that would be accessible for the users. Now the kayak and sail use in the past, I've fished in the Coghill area this summer and we had some contact with these other user groups and I feel very positive over the years, I've never had any problems or very many problems. Occasionally you would get a sail boat in your net but that is usually handled with good grace on both sides and I hope that that could continue. As far as the LaTouche development I think that has probably been discussed and I personally think it is a boondoggle, I won't dwell on that. For parks or sanctuaries in the future I think there is a need for that sort of thing as the sound grows to make sure that the overall plan contain certain areas to be left as natural as possible. Other areas could be selected as ones where the human impact will be concentrated. I would like to see those things planned with consideration of where the major fish spawning areas are in the sound. The sound produces a lot of natural run fish and God has done a good job over the years of making that happen, Prince William Sound Aquaculture is trying to help them out, but those things should be considered when you choose an area, it shouldn't just be accessibility and that sort of thing, you should also consider whether the major pink salmon run which is not a primary sport fish, those areas should be weighed where the major user group, who it would benefit the most. And so as far as any kinds of park sanctuary, wilderness planning areas, all those things I would like to see a balanced use plan for the sound and when you come to an area like that you want to have

protection but you would hate to see the access for commercial (sic) to available resources yet boxed up (sic) fishing stream. Fisherman should be conservationalists especially in Alaska, our fish runs are natural fisherman and natural fish runs require wild habitat. The more impact from humans there is the more segregation of fisheries encouraged and Washington and Oregon are good example. The mining and logging development will hurt the commercial fisherman more than sport use I feel, and I would certainly rather see the sound developed towards more important use than towards major mining and logging but as I said before I feel the development plan should consider attempting to balance these things as much as possible and to separate the user groups as much as possible so you don't create a potential conflict. Things like snagging red salmon out of the spawning grounds is not my idea of having a good allotment of the fisheries resource but a silver run in an area that let's say an hour or less run in from Whittier by boat, by the fact, sport boat, is a good use of resource and (sic) away from a major commercial fishing area I think that could co-exist with a lot more use in the sound without creating any great conflict between the two groups. (sic) Thank you.

Number 4/506

Senator Fischer: Thank you Jeff, could we have the other person in Cordova and would you do us a favor and make your remarks as concise as possible because we have run out of time.

Number 4/511

Moderator: Vic this is Whittier signing off.

Number 4/512

Senator Fischer: Hold on Whittier.

Number 4/512

Moderator: Whittier I will dial you off.

Number 4/514

Senator Fischer: OK Cordova please go ahead.

Number 4/518

Anonymous: Now I would just like to .....

Number 4/518

Senator Fischer: Please wait a minute, who is this?

Number 4/521

Anonymous: This is not too clear at all,

did you get my name?

Number 4/522

Senator Fischer: No we did not get your name.

Number 4/523

Dan Velderback: My name is Dan Velderback, I'm a commercial fisherman for the Prince William Sound area it's my total livelihood now. As a member of the pledging Coast Guard Auxiliary here there is only about six of us and I'm a little apprehensive about coverage of the sport fishing or the impact of the sport fishing boats that come into the sound. But the main reason we've organized it this year is for the sport fishing boat, as the commander of the Coast Guard cutter Sweetbarge, the fishing fleet pretty well takes care of itself cause you are all set for accidents but you get prodominate ports moved in and that were problems occur. So I am a little apprehensive and I would like to see some planning as to fostering these sorts of groups around the sound for search and rescue and basic assistance and educating the people as far as the hazards of the sound. As a fisherman I would like to see the development, whatever the development of the sound make sure that education goes to all the effected groups in the sound and try to get as much input from the effected groups as can be got because I know a lot of fishermen here, (sic)...and come back next spring and there is whole big set of rules they are throwing at them as far as restrictions and such and especially wilderness and such is that not that they are going to be thrown in they get rather upset, but it's afterwards. And I would like to see as many people (sic) as could possible. That's all I've got.

Number 4/561

Senator Fischer: Thank you Cordo a, we will now go back to Anchorage and David Finkilstein.

Number 4/565

David Finkilstein: My name is David Finkilstein and I will try to make comments as breif as possibly, I work in town as a consultant to conservation groups, I am also a boat owner of Whittier and have been out in Prince William Sound much of every summer since 1974. I have already submitted for the hearing record a copy of a report by the

Chugach Forest Study Group which includes our suggestions on how the Chugach National Forest should be managed. Which the forest is mostly comprised as most of the public lands in Prince William Sound at this time. Chugach Forest Study Group represents over 10 thousand Alaskans with 20 different groups, seven of them are concession business that operate in Prince William Sound including some of the ones already mentioned by a previous speaker. Includes three recreational organizations the Knik Kayakers and canoers, the Nordic Ski Club, and Mountaineering Club of Alaska, eight conservation groups and Cordova District Fisheries Union, which represents permanent holders of Prince William Sound. I guess just to summarize our report you can say that our emphasis is on disperse recreation and fisheries and if you have any questions that come out of the report just let me know. I would also encourage you to review the public testimony given from the LaTouch Harbour project, which included nearly 100 peoples comments on many of the same issues that are being addressed today. It was very clear that the comments weren't just limited to the environmental impacts of that project, rather the use of expenditures in Prince William Sound. In fact I would say that was the theme of the hearing here in Anchorage which was attended by 120 people at one hearing. In regard to land disposal issue which was brought up by some of the previous speakers, I think the key to it is that there is now 300 thousand acres, at minimum 300 thousand acres of private land existing in Prince William Sound. Either in Chugach Natives Incorporated or one of the three Village Corporations. I feel strongly that land disposals, except around existing communities would be inappropriate. Criteria included in the October 7th memo from Commissioner Katz to the Division Directors, lays out a certain approach to disposals in areas away from communities. And I feel those should be followed in a case like that, and the fact that there are severe land use conflicts in almost all areas proposed and there is availability of private land through leases and sales from the Native Corporations makes this an area we should retain in public ownership as much as possible. That's about all for now. I

will be glad to answer any questions.

Number 4/621

Senator Fischer: Thank you very much. Dale I think you might be the last but not the least.

Number 4/626

Dale Fox: Hello I'm Dale Fox and I represent the Alaska Visitors Associations, I will make my comments very brief as they relate to a statewide industry, the visitors industry which is the second largest industry in the state. Top attractions in Alaska traditionally have been Mount McKinley, Glacier Bay, the Misty Fjords, and coming on very strong is the Prince William Sound area for a number of reasons, its scenic beauty and the hope for access in the future to that very beautiful area. One of the reasons for it coming on so strong is the large population base here in Anchorage and the great number of people visiting friends and relatives. That visiting friends and relatives group, are aunts and uncles and relatives that come to visit us, we all become tour guides which has an impact on the recreational areas both for us as residents, speaking for myself as well as the Association, and for those people who come to visit us and the access that is available to them. Access in terms of the visitors industry in profitability for people in the visitors industry demand some sort of reasonable access to the area. So one of the goals of the Alaska Visitors Association has been some reasonable access, Whittier access would come out on numerous occasions in favor of, in fact some of my members have moved their base of operation and many of them are complaining of financial hardships in terms of trying to operate in this indeed great part of our state. One additional comment in terms of the Marine Parks, Alaska Visitors Association has supported the Marine Park concept in terms of boaters coming through Washington and on up through British Columbia and on through Southeast Alaska and on up our way to have that available to them in terms of moorage and places that they can visit. Another access point for visitors, so unless there is any questions, I will leave it at that. Access is obviously important and access to sites so

that people can enjoy the areas.

Number 4/685

Senator Fischer: Dale thank you very much, I am glad that you are in support of access and Marine Parks and generally Prince William Sound. Thanks for coming and testifying, is there anyone else who at this point urgently feels they must say something. If not we'll adjourn this hearing of the Parks and Recreation Subcommittee of the Senate Resources Committee. I want to thank especially those who have stayed all the way and but generally everyone for some very good testimony. We will be issuing a report written summary and putting together the legislative program if anyone wants to provide us with any follow-up, suggestions, in writing or verbally to Ginger please do so. We will be working with the administration on drafting a new bill on Marine Parks, last year I put in a bill after the hearings to fund the go ahead for Whittier access and the road to Shot Gun Cove and beginning of work on Shot Gun Cove small boat harbour due to limited funds that bill did not go anyplace, its my hope that we will not have to wait to three, four, or five years to deal with the improvements that have been discussed. Any way if anyone has specific suggestions, we will certainly be interested. Lastly I want to always thank the Legislative Teleconference Network, Barbara thank you, and thanks to all of you out there. Good Day.

Number 4/749

End of tape and end of hearing.

Supplements:

Attached for your review and reference are written testimony to be included as supplements for the record. Supplement #1 was submitted by Ms. Mary Lee Brown, City Manager of the city of Whittier. Supplement #2 was submitted by Ms. Judith L. Bagley a resident of Soldotna. Supplement #3 was submitted by Mr. Stan Moberly of the Alaska Department of Fish and Game. Supplement #4 was submitted by Mr. Jim Tallerico of the United States Forest Service. Supplement #5 was submitted by Ms. Judy Marquez of the Division of Parks. Supplement #6 was submitted by Mr. Stan McAlister of the Department of Transportation and Public Facilities. Supplement #7 and #8 was submitted by Mr. Robert M. Scott of the Mt.

McKinley Alaska Glacier Tours, Incorporated.

TURN HISTORY STORE OFF  
CONTINUE ?



## THE CITY OF WHITTIER

October 21, 1982

Senator Vic Fischer  
1024 W. 6th  
Suite 204C  
Anchorage, AK 99510

Dear Senator Fischer:

The City of Whittier wishes to stress our concern on development. We feel it is imperative to complete the development of our existing small boat harbor, to see ongoing development of Shotgun Cove Road and the harbor there. We feel these are uppermost on our priority list. These things will help us better serve the flow of recreation-seeking tourists.

We now have a boat harbor capable of handling 332 boats, and currently have approximately 314 people on the waiting list. Needless to say, many more would be on the waiting list if the possibility of harbor facilities were on the horizon.

These items are a must before we look at the Bear Valley Access, which will create a tremendous impact if Whittier is not prepared to serve the needs of the recreation-seeking populace.

Number 1 priority would be improved service on the Alaska Railroad. The residents of Whittier currently encounter many problems in using the transportation facilities available. To increase the traffic load would necessitate the vast improvement of rail passenger service as well as rail shuttle service.

We have already experienced times when five trains, as opposed to the normal three trains per day, were needed to assure the movement of all cars & foot traffic out of Whittier.

Another major concern is boating safety & rescue operations. If this recreation use increase is implemented, we must look for aid in

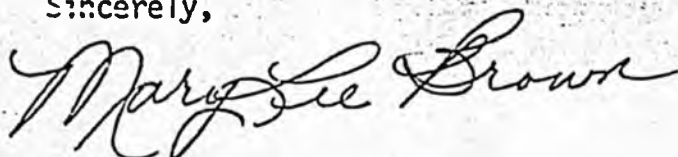


safety and rescue operations. With the Coast Guard currently located in Cordova, the distance is simply too great to aid in rescue on this side of the Sound. As the major influx of traffic would be from this side of the Sound, we must stress the need for Coast Guard facilities to be based in Whittier.

We feel we must be kept well-informed concerning plans of all agencies in planning this development and feel we are being included more now than in the past.

Thank you for including Whittier in the teleconference.

Sincerely,

A handwritten signature in cursive script that reads "Mary Lee Brown".

Mary Lee Brown  
City Manager

cc: Stan McAlister, D.O.T.  
Gordon Lewis, Dept of CRA



## THE CITY OF WHITTIER

October 4, 1982

Robert W. Ward, Commissioner  
Department of Transportation/Public Facilities  
Pouch Z  
Juneau, AK 99811

Dear Commissioner Ward:

I am enclosing a letter copy from Judy Bagley of Soldotna concerning the glacier trip on the ferry run from Whittier to Valdez.

As you can see, this is still an item of concern which needs to be addressed.

Thank you for your attention to this matter.

Sincerely,

Sharon Boyer, Acting City Clerk for

Mary Lee Brown, City Manager

cc: Representative Bette Cato  
Vic Fischer, Senator  
Bill Sheffield  
Don Gilman, Senator



Sept 16, 1982

Ms May Brown  
City Manager  
Whittier, Alaska

Dear Ms Brown,

I would like to request you as city manager of Whittier to work to reinstate the Columbia glacier trip on the Ferry Run from Valdez to Whittier. This is a scenic trip + makes a nice circle to go from Anch to Valdez, board the ferry with car or camper + travel to Whittier. Then the train trip + back to Anch. The Tours do not offer the convenience of one car at each end.

We were very disappointed when we made this trip + the Ferry did not go to the Glacier.

Sincerely  
Judith L Bagley  
Box 757  
Soldotna, AK 99669



# Alaska State Legislature

Senator Vic Fischer - Fouch V - Juneau, Alaska 99811 - (907) 465-4954

4 February 1982

To: Chair, Senator Bettye Fahrenkamp and  
Members - Senate Resources Committee

From: Senator Vic Fischer, Chair  
Subcommittee on Parks and Recreation

Subject: Prince William Sound Recreation

Attached is a report on the public meeting and teleconference held December 15, 1982.

It is clear that recreation potentials of the Sound are among the most important in Alaska, serving the needs of Alaskans as well as visitors to the state. While everyone agrees that the natural environment must be protected, problems of access, land availability, and adequate facilities are yet to be resolved.

Several important land transfers are currently pending, and federal and private development plans are in final stages of completion. Legislation establishing the Alaska Marine Parks System is being drafted for introduction in the Senate next week. Recommendations for other legislative action will be withheld pending further work on Prince William Sound recreation development.

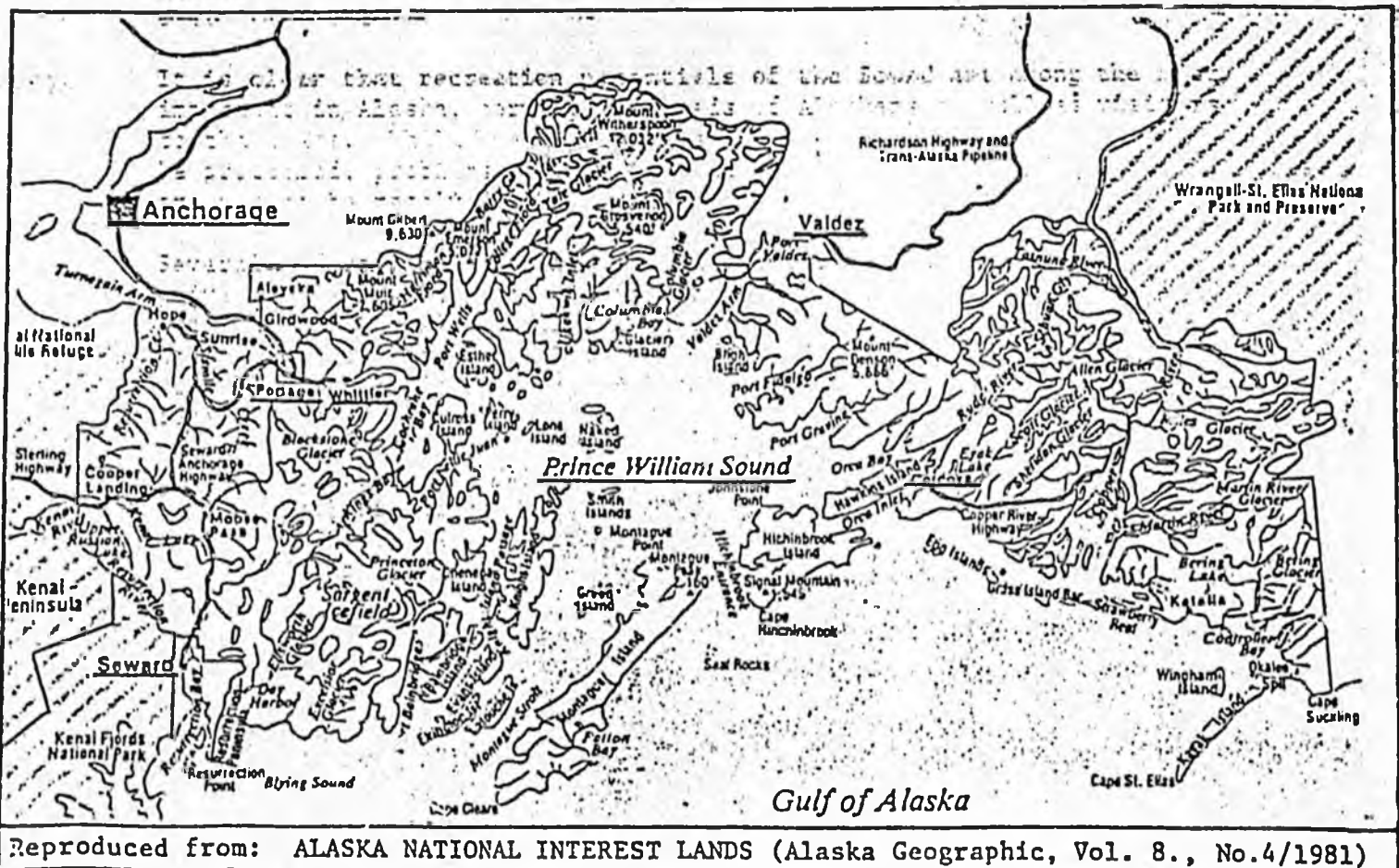
cc Senate President Jalmar Kerttula  
Other Legislators  
Teleconference participants  
Agencies

## PRINCE WILLIAM SOUND RECREATION

Report and Summary of public meeting/teleconference  
PARKS AND RECREATION SUBCOMMITTEE  
SENATE RESOURCES COMMITTEE  
December 15, 1982  
Anchorage, Alaska

Although the scenic beauty and recreation possibilities of Prince William Sound have long been recognized, limited access, lack of facilities, land status problems, and high costs have prevented the Sound's potentials from being realized.

The significance of the Sound to Anchorage and other population centers is seen by a glance at the map. The vast majority of recreational users in Alaska, both resident and tourist, are in close proximity to the Sound. Nearly half of all visitors to Alaska stop in Anchorage. Combined with tourists entering the Sound through Valdez, they represent the largest piece of the tourist pie outside of Southeastern Alaska.



In the words of Westours director Jack Musiel, "Prince William Sound has the potential of providing a water related vacation experience that, with proper consumer awareness and unlimited access, could rival Alaska's Inside Passage in consumer demand."

A unique public resource of national significance, the wealth of recreation, scenic, biologic, and cultural resources in the Sound argues strongly for cooperative management. Coordination and cooperation among landowner/managers, local residents, and user groups within the Sound is essential to protect and promote its recreational potential.

Recent negotiations have opened the way for settlement of serious land use and ownership conflicts. Rapidly escalating use, potential conflicts between user groups, need for public investments and concern over the quality and pace of development prompted a Senate Subcommittee on Parks and Recreation public hearing to provide a meeting ground for interested parties.

Testimony was presented by residents, as well as by municipal employees from Valdez, Whittier, Cordova, and Anchorage representatives of the tourist industry, wilderness guiding operations, commercial fishermen, private developers, and recreational users. Representatives of Native village and regional corporations, U.S. Forest Service, Alaska railroad, state Department of Transportation and Public Facilities, and the state Division of Parks testified during the teleconference.

This initial report concentrates on some of the principal problems preventing full use of the recreation potential of the Sound, on suggestions for alleviating those problems, and on policy considerations presented in public testimony before the subcommittee.

#### CURRENT LANDOWNERS/MANAGERS

The most serious problem with overall management of the recreation potential of Prince William Sound thus far has been the question of land status and ownership.

Five major groups currently comprise the landowners/managers within the Sound. They are: (1) federal government through Chugach National Forest (U.S. Forest Service) and, to a lesser extent, National Park Service; (2) state government, primarily through Department of Natural Resources, Division of Parks; (3) Chugach Natives Inc. and village corporations within it; (4) private landowners, including commercial developers; and (5) municipal governments.

1. Federal - The boundaries of Chugach National Forest include the entire Sound, although approximately 195,700 acres are being conveyed to the villages of Chenega, Tatitlek, and Eyak. Additional acreage will be transferred under Section 1428 of the Alaska National Interest Lands Conservations Act (ANILCA). Future land exchanges and conveyances are uncertain, however, in the wake of the recently completed Chugach Region Study, section 1429 of ANILCA and Section 14(h)(1) of the Alaska Native Claims Settlement Act (ANSCA).

The Forest Service is in the process of classifying lands within the Sound area and testimony noted their intent to identify locations complimenting sites approved in state selection for the Marine Park System. Also approved are some land transfers under the Alaska

Statehood Act in the vicinity of Whittier, Valdez, Cordova, and elsewhere.

The Chugach National Forest land management plan, in which management of the Sound is a key element, will be released in March 1982. It will be followed by a 90 day comment period. The Forest Service hopes to have the final plan ready by fall of 1982.

2. State - In 1977 the state, through the Division of Parks, began a program to select statehood entitlements from the National Forest and to lay groundwork for the Alaska Marine Park System.

This system, modeled after a similar one in British Columbia and Washington state, resulted from concern over federal timber harvesting practices and a recognition of the importance of the Sound for resident and visitor recreation. This led to the state's selection of several bays and islands from the Tongass and Chugach National Forest for possible future establishment - by an act of the state legislature - of an Alaska Marine Park System.

Of the 36 sites proposed in 1977, only 18 have been approved by the Forest Service and will be conveyed to the state by the Bureau of Land Management. The Division of Parks has filed a complaint against the Forest Service to obtain approval of the remaining sites and discussions on joint management possibilities have produced no agreements thus far.

The primary management goal for the Marine Park System is protection of natural and cultural resources for long-term public use and enjoyment. State park officials see neither the need nor desirability for commercial developments within any of the potential marine park sites in the Sound and held that basic services should be provided by the private sector.

3. Native Landowner/managers - Chugach Natives, Inc. (CNI), the second smallest regional corporation created under ANCSA, has not yet received its entitlements under provisions of the act. Initial negotiations with the Forest Service were unsatisfactory, particularly from the point of view of CNI, and a study of ownership patterns in the Chugach region was initiated under Sec. 14.30 of ANILCA, to help provide a meeting ground for Chugach Natives Inc., U.S. Forest Service, and the Division of Parks.

Testimony before the subcommittee suggested that Chugach Natives, Inc. felt that land status conflicts revealed through the recently completed Chugach Region Study must be settled immediately and while partial settlement was possible, it was unlikely either party would agree to entitlement without a view of the "total picture". Both the Forest Service and the state Division of Parks agreed that settlement of proposed land status questions was essential before any reasonable and responsible development of the Sound could occur.

Gail Evanaugh of Chenega Corporation testified that the natural harbor of Crab Bay at the new Chenega townsite, is ideally located to accommodate development to serve the area's recreational potential.

Families are expected to move into new community housing by fall of 1982.

Chenega's development plans, scheduled for release in March 1982, include recreational use by non-shareholders on a controlled basis. Chenega intends to request regular state ferry service to the townsite. Carl Propes of Chugach Natives Inc., said they plan to "aggressively develop" suitable unsettled areas and were considerably hampered in those efforts by problems of land ownership/management questions.

4. Private/Commercial Landowner/managers - Although less than 5% of Prince William Sound is in private ownership, other than Native corporation entitlements, private holdings do exist at the head of Nelson Bay, near Katalla, Port Fidalgo, Tatitlek, and on the abandoned townsite of Latouche. Additionally, there are numerous individuals holding homesite leases from the Forest Service, and there are lighthouse reserves at Cape Hinchinbrook, Cape St. Elias, the south end of Elrington Island, and near the entrance to Port Nellie Juan.

Probably the single most significant private landholding is on Latouche Island where nearly 200 parcels of private land have been sold and a model recreational community is planned.

Gliff Groh, attorney for Rarearth Inc., the company responsible for the development and sale of the Latouche land, discussed the extent of private holdings and plans for the future. He argued that private land is hard to come by in the Sound and that the state should have a compelling interest in making private land usable and accessible to residents. Since private land held by Native corporations would allow non-shareholder use only on a "controlled basis", Latouche presented the only real possibility for the general public to own and manage land within the sound.

However, most personal and written testimony argued that private development should not be supplemented or subsidized by the state in the form of roads, airports, improved harbors, or hydroelectric projects unless: (1) there was an existing need for services the private sector was unable to provide, (2) the greater public interest was being served and, (3) public funding did not interfere with nor compete with private interests.

Various local residents and land owners in the Sound area testified they felt it was improper that public money was being used to develop support facilities at Latouche when already existing facilities at Port San Juan, a regular ferry stop, are in great need of repair. Local residents testified that whereas Clam Bay (new Chenega townsite) was one of the best natural harbors in the Sound, Latouche was notoriously one of the worst.

Groh defended the state's choice of developing a harbor at Latouche by pointing out that copper companies shipped thousands of tons of ore from this site over a long period of time and "they must have known what they were doing". Dave Noten, one of the 194 private landholders at Latouche

also testified in favor of using public funds to develop basic support facilities.

### ACCESS

Testimony about access to Prince William Sound concerned itself almost exclusively with transportation from Portage to Whittier.

The Sound can be accessed through Whittier by airplane or railroad. The nature of the weather prevents air transportation from being a reasonable alternative and no highway access exists beyond Portage.

A presentation by the Department of Transportation and Public Facilities (DOTPF) of the Whittier Transportations Options Study outlined various alternatives considered during the study. They included:

1. Improvement of existing Portage Whittier Shuttle with a Bear Valley/Whittier auto/passenger shuttle. Total capital cost would be approximately \$20 million for the initial system (350 vehicles per day each direction and approximately 2,100 passengers) and about \$24 million for expanded service (590 vehicles and 3,900 passengers per day). Annual operating and maintenance costs were estimated at \$559,000 for initial service and just over \$1 million for the expanded system.
2. Improved rail passenger service, including four shuttle trips each way plus three round trips between Whittier and Anchorage. Estimated capital cost is \$22 million for initial (four shuttle trips plus three round trips) and \$26 million for expanded service (eight shuttle trips and four round trips). Annual operating costs were estimated at \$793,000 for initial and \$1.5 million for expanded service.
3. One-way joint use by vehicles and rail of existing tunnel. Capital cost for this alternative is estimated at \$36.7 million with maintenance and operating costs at \$390,000 per year.
4. Two-way joint use of widened, existing tunnel. Capital costs for this alternative are estimated at \$64.3 million, with annual operating and maintenance costs of \$440,000.
5. New two-way highway tunnel. The most expensive alternative, capital costs are estimated at \$68.3, with operating and maintenance costs estimated at \$440,000.
6. Portage Pass Highway. While it's possible to build a good highway, controlling the weather is, according to DOTPF, the most serious drawback to this alternative. Combinations of heavy snow fall with accompanying avalanche dangers, icing conditions, year-round high winds, steep grades (up to 9%) and heavy winter storms makes a high probability of having to close the highway for periods in the winter, particularly during adverse weather conditions. Since rail service may be eliminated if the highway were built, it could mean long periods of near total isolation for Whittier residents. Total capital costs are estimated at \$47.8 million, with maintenance and operating costs of \$270,000.

Although representatives from the tourism industry strongly supported the Portage Pass Highway, DOTPF preferred the Bear Valley/Whittier auto/passenger shuttle when evaluated for overall cost and service effectiveness.

Testimony from local residents supported the idea of improved rail service over creation of a new highway, both from a convenience and need standpoint and because they believed it would have the least negative impact on the protected lifestyle they enjoy in the Sound. Their emphasis was on access with the least negative impact on the environment.

Frank Jones of the Alaska Railroad suggested the state subsidize passenger service by improving support facilities, such as track changes in Whittier or Portage, a camper park and a visitor center near the ferry port for visitors to acquaint themselves with Prince William Sound offerings. Questions about future ownership of the railroad, in view of current negotiations between federal and state agencies, considerably hamper any long-term planning for improvement of rail services, according to Jones.

#### GENERAL COMMENTS

It was evident from testimony that both residents of the Sound and recreational users were concerned with the quality and pace of development.

Testimony suggested that as many as 40% of recreational users of the Sound seek an "off the beaten track" or "primitive" experience in close proximity to population and transportation centers. Local residents stressed that low population, lack of facilities, and isolation were the fabric of their lives and not something they wanted to "overcome".

At the same time, residents were concerned about the lack of emergency medical care or dependable transportation in emergencies, especially in view of the expected increase in search and rescue operations resulting from the rising use of the Sound by people unfamiliar with the area. Considerable anger was expressed that local residents transportation and timing needs were apparently not a priority with agencies planning the railroad and ferry schedules.

Testimony supported the concept that no or slow development was preferred to inappropriate or unplanned development. Local fishing communities expressed the fear that recreational use would interfere with the primary resource of the Sound -- fishing.

The state-proposed Alaska Marine Parks System received universal support. Representatives from the tourist industry urged the state to educate recreational users of the Sound regarding harassment of marine mammals, eagles, other marine shore wildlife and spawning salmon. They also urged stronger anti-littering enforcement and education.

RECOMMENDATIONS

Based on the testimony presented during the public meeting and the process of soliciting that testimony, some suggestions became apparent. They are:

1. Establish and support the Alaska Marine Parks System as designed by the Alaska Department of Natural Resources, Division of Parks.
2. Support rapid settlement of land status questions between the Forest Service and other land owner/managers within the Sound.
3. Institute measures to assure communities, residents and user groups within the Sound area are informed about pending policy issues in a timely enough manner for them to have appropriate input. Adequate notice alone would do much to alleviate public anger. Notice of public meetings should reach residents at least two weeks in advance.
4. Form a permanent Prince William Sound Recreation Advisory Committee comprised of representatives of local residents, user groups, land owner/managers, and other interested parties. Require that this Committee submit a yearly report reflecting overall planning for recreational development in the Sound as well as needs identified through public meetings.
5. Schedule another public meeting by this subcommittee probably in April or May of 1982 after release of the draft plan by Chugach National Forest and the Chenega Corporation development plan. At that time, a further look should be taken at land uses in the Prince William Sound area, Whittier access alternatives and development of other facilities.



# Alaska State Legislature

Senator Vic Fischer • Pouch V • Juneau, Alaska 99811 • (907) 465-4954

February 16, 1982

To: Members of the Senate and interested parties

From: Senator Vic Fischer

Re: SB 793 - relating to capital costs for improving access and support facilities in Whittier and Prince William Sound.

Prince William Sound is a recreation area of national significance in close proximity to Alaska's population centers. Demand for access to the Sound has reached a critical state because current facilities are totally inadequate.

Getting to Whittier and into Prince William Sound is difficult and costly both for local residents and visitors. Whittier residents face a two-day round trip to reach Anchorage, have no on-site medical service, and are often isolated for days at a time by bad weather and shuttle breakdowns.

Using the waters of the Sound through Valdez or Whittier is a two-day round trip for railbelt Alaskans and tourists alike. The time and expenses prohibit most people from enjoying the recreation potentials of the area.

This appropriation would provide funds to upgrade the road and rail system connecting Portage and Whittier. It will allow one-day round trips, increase carrying capacity and extend hours of operation, and construct support facilities.

Lack of adequate boat moorage to accommodate the boating public is another critical problem in the Sound. The moorage at Whittier is completely filled, with waiting lists several years long. There is no room to expand the current harbor facilities.

This bill provides funding for construction of a road from Whittier to Shotgun Cove, the best available new harbor site. Design of a small boat harbor will be carried under SB 793. Once costs are established, a capital appropriation will be proposed.

Capital improvements under this bill would improve the existing Whittier-Valdez segment of the State Marine Highway System and provide an attractive tourist resource. The possibility also exists for increased demand associated with natural resource development and expanded port activity.

The need for these projects is covered in the interim report on Prince William Sound recreation by the Senate Resources Subcommittee on Parks and Recreation, chaired by Senator Fischer.

Committees: State Affairs, Chairman; Resources, Vice-Chairman; Health, Education & Social Services