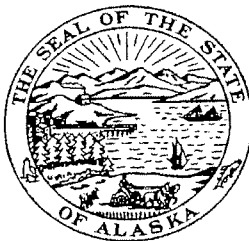


Alaska State Legislature

Juneau

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Fairbanks

1292 Sadler Way, Ste 323
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Member

House Finance Committee

Representative Mike Kelly

House District 7

REVISED SPONSOR STATEMENT – CSHB 267 (TRA)

Dalton Highway Access Bill

Since 1980, state law has prohibited virtually all off-road vehicle use within five miles of the Dalton Highway north of the Yukon River. Miners and oil workers are allowed to cross the corridor for business use and local resident snowmachine use is permitted. HB 267, as introduced, ended the prohibition on Alaskan's right to travel by snowmachine on this public land corridor during the winter months.

The House Transportation Committee amended the bill in 3 ways:

- Lift the prohibition for snowmachine use, but "only to south of Coldfoot" (milepost 176);
- Provides that after May 1, 2012 the existing prohibition would take effect again, effectively sunseting the bill after two years; and
- Requires users to obtain a permit prior to accessing the Corridor by snowmachine, so the State can obtain reliable data before making long-term policy decisions for Dalton Corridor access in the future.

Many Alaskans believe that travel by snowmachine in the Dalton Corridor is prevented by federal law. Wrong. The problem is state law.

A February 20, 2010 *Fairbanks Daily News Miner* editorial stated (excerpt):

Some argue that the state must prohibit snowmachines in the corridor to protect wildlife from renegade hunters. If this is a reasonable argument, shouldn't the state apply the same five-mile buffer to the rest of its remote road system? Most of our highways traverse lightly populated areas where law enforcement is spotty.

The Dalton Highway is more remote, yes, but that actually argues against more stringent regulation. Its remoteness, lack of services and unpaved surface discourage most Alaskans from venturing up it – fewer people, fewer enforcement problems.

The blanket prohibition north of the Yukon River is overkill.

CSHB 267(TRA) will allow snowmachine use on the Dalton highway corridor from Oct. 1 to April 30 when soil is frozen and snow covered. The resulting impact on surface vegetation should be minimal. If CSHB 267(TRA) passes, the prohibition on other off-road vehicles would remain.

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Member

House Finance Committee

Representative Mike Kelly

House District 7

MEMORANDUM

DATE: March 29, 2010

TO: Representative Mike Kelly

FROM: Derek Miller

RE: Changes to HB 267 in CSHB 267(TRA)
(26-LS1207\K)

Section 1.

Amended this section to limit access by snow machine within the Dalton Highway Corridor to south of Coldfoot, milepost 176. Also, inserted language clarifying access along the corridor to mean across the highway and on or across the highway corridor. The CS also included language in this section that defines "highway corridor" to mean land within five miles of the right-of-way of the highway.

Section 2.

New section of the bill inserting language prohibiting all off-road vehicles along the Dalton Highway Corridor after May 1, 2012.

Section 3.

New section of the bill requiring persons using a snow machine allowed under section 1 of the bill to obtain a permit. The permits will be issued at no fee and the Department of Transportation will use these permits to maintain an accurate count of the number of permits issued. A person found guilty of using a snow machine as permitted under section 1 of the bill, but who does not obtain a permit is punishable by a fine of not more than \$375.

Section 4.

New section repealing the requirement to obtain a permit to use a snow machine along the Dalton Corridor as specified in section 1 of the bill and repealing language subjecting a person to face a fine of up to \$375 for failing to obtain a permit after May 1, 2012.

Section 5.

Provides for an effective date for the prohibition of all off-road vehicles after May 1, 2012.

CS FOR HOUSE BILL NO. 267(TRA)

IN THE LEGISLATURE OF THE STATE OF ALASKA

TWENTY-SIXTH LEGISLATURE - SECOND SESSION

BY THE HOUSE TRANSPORTATION COMMITTEE

Offered: 3/26/10

Referred: Resources

Sponsor(s): REPRESENTATIVES KELLY AND NEUMAN, Tammie Wilson

A BILL

FOR AN ACT ENTITLED

1 **"An Act relating to travel by snow machine within five miles of the right-of-way of the**
2 **James Dalton Highway; and providing for an effective date."**

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

4 * **Section 1.** AS 19.40.210 is amended to read:

5 **Sec. 19.40.210. Prohibition of off-road vehicles.** Off-road vehicles are
6 prohibited on land within five miles of the right-of-way of the highway. However, this
7 prohibition does not apply to

8 (1) off-road vehicles necessary for oil and gas exploration,
9 development, production, or transportation;

10 (2) a person who holds a mining claim in the vicinity of the highway
11 and who must use land within five miles of the right-of-way of the highway to gain
12 access to the mining claim; or

13 (3) the use of a snow machine to travel south of highway milepost
14 176 between October 1 and April 30 across the highway and on or across the

1 highway corridor [FROM LAND OUTSIDE THE CORRIDOR TO ACCESS LAND
 2 OUTSIDE THE OTHER SIDE OF THE CORRIDOR; THIS PARAGRAPH DOES
 3 NOT PERMIT THE USE OF A SNOW MACHINE FOR ANY PURPOSE WITHIN
 4 THE CORRIDOR IF THE USE BEGINS OR ENDS WITHIN THE CORRIDOR OR
 5 WITHIN THE RIGHT-OF-WAY OF THE HIGHWAY OR IF THE USE IS FOR
 6 TRAVEL WITHIN THE CORRIDOR THAT IS PARALLEL TO THE RIGHT-OF-
 7 WAY OF THE HIGHWAY]; in this paragraph, "highway corridor" means land within
 8 five miles of the right-of-way of the highway.

9 * **Sec. 2.** AS 19.40.210, as amended by sec. 1 of this Act, is amended to read:

10 **Sec. 19.40.210. Prohibition of off-road vehicles.** Off-road vehicles are
 11 prohibited on land within five miles of the right-of-way of the highway. However, this
 12 prohibition does not apply to

13 (1) off-road vehicles necessary for oil and gas exploration,
 14 development, production, or transportation;

15 (2) a person who holds a mining claim in the vicinity of the highway
 16 and who must use land within five miles of the right-of-way of the highway to gain
 17 access to the mining claim; or

18 (3) the use of a snow machine to travel [SOUTH OF MILEPOST 176
 19 BETWEEN OCTOBER 1 AND APRIL 30] across the highway corridor from land
 20 outside the corridor to access land outside the other side of the corridor; this
 21 paragraph does not permit the use of a snow machine for any purpose within the
 22 corridor if the use begins or ends within the corridor or within the right-of-way
 23 of the highway or if the use is for travel within the corridor that is parallel to the
 24 right-of-way of the highway; [AND ON OR ACROSS THE HIGHWAY
 25 CORRIDOR] in this paragraph, "highway corridor" means land within five miles of
 26 the right-of-way of the highway.

27 * **Sec. 3.** AS 19.40.210 is amended by adding new subsections to read:

28 (b) A person using a snow machine as allowed under (a)(3) of this section is
 29 required annually to obtain a permit from the department. The department shall issue a
 30 permit at no fee to any person requesting one and shall keep an accurate count of the
 31 number of permits issued.

1 (c) A person using a snow machine as allowed under (a)(3) of this section
2 without a permit is guilty of a violation and upon conviction is punishable by a fine of
3 not more than \$375.

4 * **Sec. 4.** AS 19.40.210(b) and 19.40.210(c), as enacted by sec. 3 of this Act, are repealed on
5 May 1, 2012.

6 * **Sec. 5.** Section 2 of this Act takes effect May 1, 2012.

HOUSE BILL NO. 267

IN THE LEGISLATURE OF THE STATE OF ALASKA

TWENTY-SIXTH LEGISLATURE - SECOND SESSION

BY REPRESENTATIVES KELLY AND NEUMAN, Tammie Wilson

Introduced: 1/19/10

Referred: Transportation, Resources

A BILL

FOR AN ACT ENTITLED

1 "An Act relating to travel by snow machine within five miles of the right-of-way of the
2 James Dalton Highway."

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

4 * **Section 1.** AS 19.40.210 is amended to read:

5 **Sec. 19.40.210. Prohibition of off-road vehicles.** Off-road vehicles are
6 prohibited on land within five miles of the right-of-way of the highway. However, this
7 prohibition does not apply to

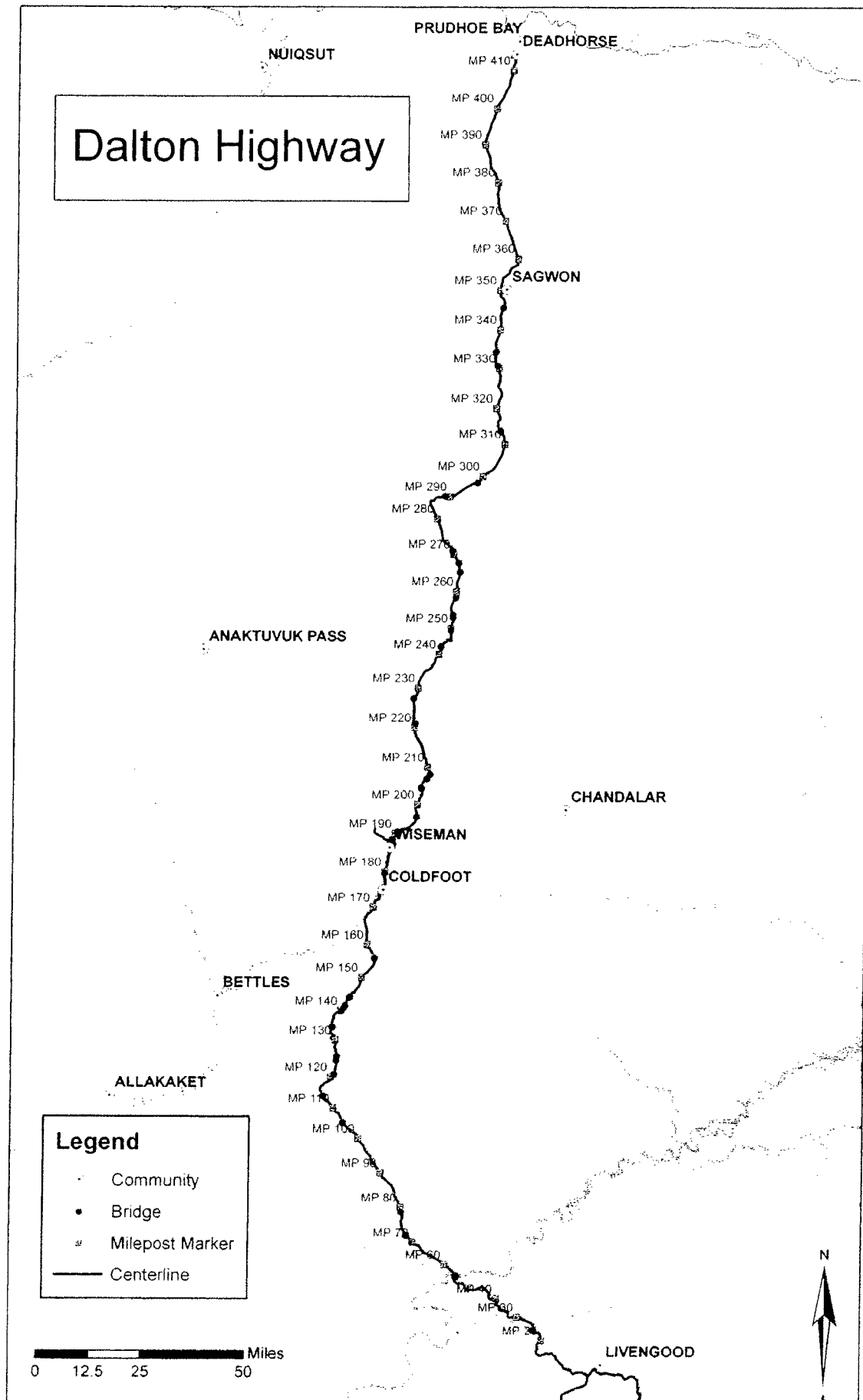
8 (1) off-road vehicles necessary for oil and gas exploration,
9 development, production, or transportation;

10 (2) a person who holds a mining claim in the vicinity of the highway
11 and who must use land within five miles of the right-of-way of the highway to gain
12 access to the mining claim; or

13 (3) the use of a snow machine to travel across the highway between
14 October 1 and April 30 [CORRIDOR FROM LAND OUTSIDE THE CORRIDOR

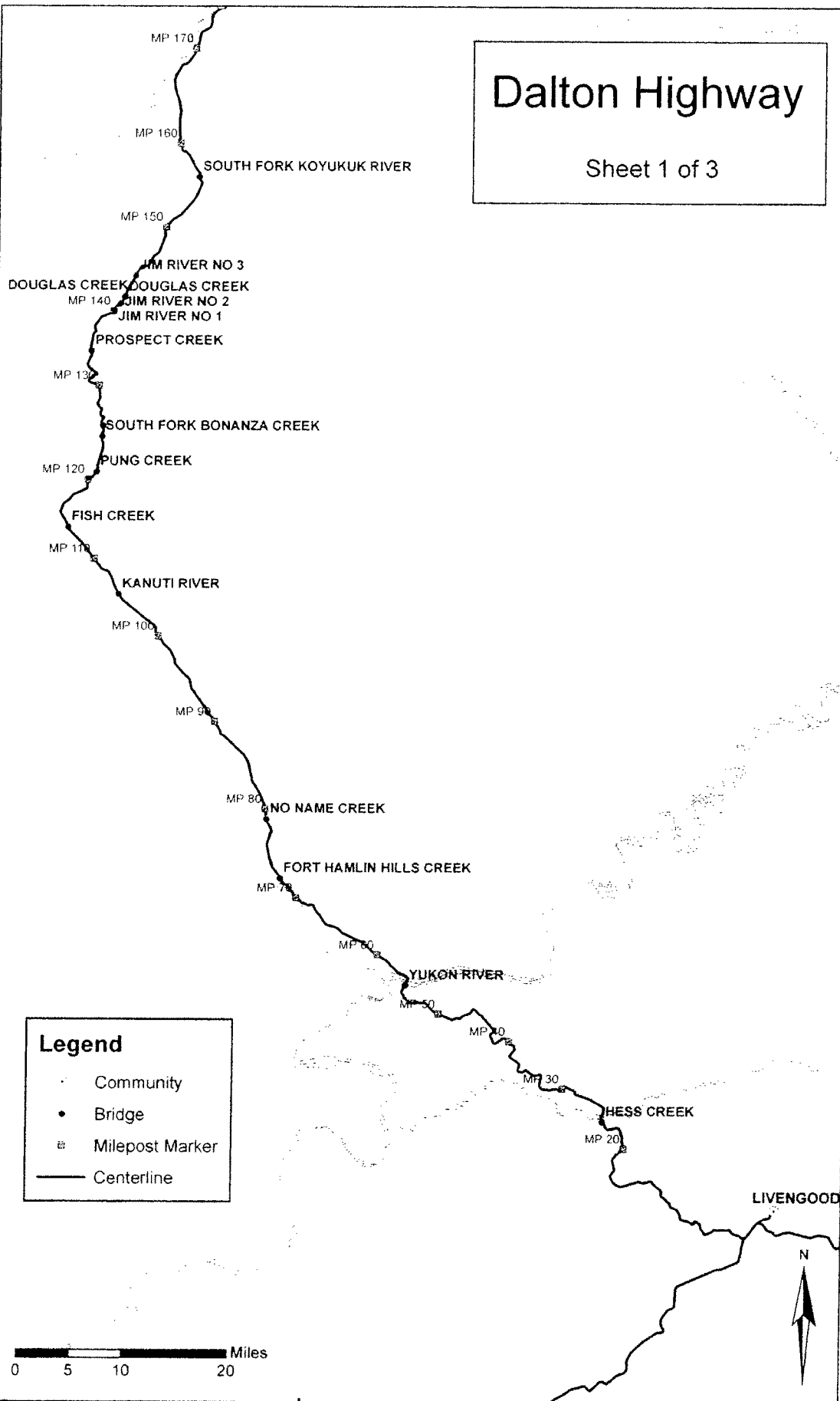
1 TO ACCESS LAND OUTSIDE THE OTHER SIDE OF THE CORRIDOR; THIS
2 PARAGRAPH DOES NOT PERMIT THE USE OF A SNOW MACHINE FOR ANY
3 PURPOSE WITHIN THE CORRIDOR IF THE USE BEGINS OR ENDS WITHIN
4 THE CORRIDOR OR WITHIN THE RIGHT-OF-WAY OF THE HIGHWAY OR IF
5 THE USE IS FOR TRAVEL WITHIN THE CORRIDOR THAT IS PARALLEL TO
6 THE RIGHT-OF-WAY OF THE HIGHWAY; IN THIS PARAGRAPH, "HIGHWAY
7 CORRIDOR" MEANS LAND WITHIN FIVE MILES OF THE RIGHT-OF-WAY
8 OF THE HIGHWAY].

Dalton Highway



Dalton Highway

Sheet 1 of 3

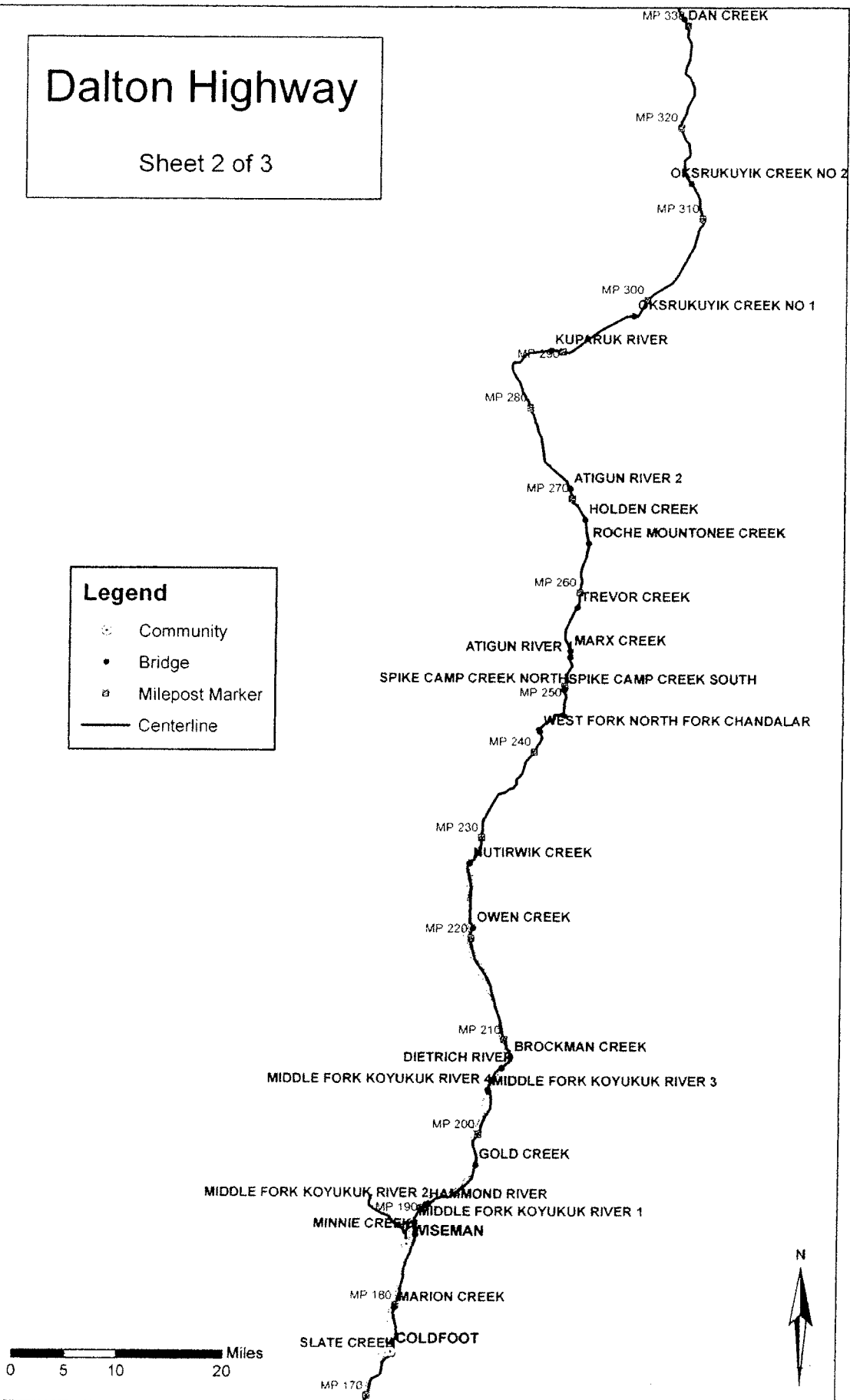


Dalton Highway

Sheet 2 of 3

Legend

- Community
- Bridge
- Milepost Marker
- Centerline



Dalton Highway

Sheet 3 of 3

Legend

- Community
- Bridge
- Milepost Marker
- Centerline

0 5 10 20 Miles

PRUDHOE BAY

DEADHORSE

MP 410

MP 400

MP 390

MP 380

MP 370

MP 360

MP 350

SAGWON

MARK CREEK

MP 340

HAPPY VALLEY CREEK

MP 330

DAN CREEK

MP 320

OKSRUKUYIK CREEK NO 2



Allow access: Dalton Highway corridor closure should be loosened

Legislators in Juneau have before them a simple bill to end a longstanding, unreasonable limitation on Alaskans' right to travel across public land north of the Yukon River.

Reps. Mike Kelly of Fairbanks and Mark Neuman of Wasilla have proposed allowing snowmachine travel on the Dalton Highway corridor during winter months. Rep. Tammie Wilson of North Pole has signed on as a co-sponsor.

For many years, state law has prohibited virtually all off-road vehicle use within five miles of the highway. Miners and oil workers are allowed on business. And some local snowmachine use is allowed — crossings of the 10-mile wide corridor are permitted if the rider starts from outside the corridor and is on his way to somewhere on the other side. Starting or stopping a snowmachine trip within the corridor is not allowed.

This, of course, eliminates the use of the Dalton Highway as a take-off point for most travel via snowmachine.

The rule is something Alaskans might expect from Washington, D.C., not Juneau. But it has a long history of political compromises that have sustained it in state law.

Some argue that the state must prohibit snowmachines in the corridor to protect wildlife from renegade hunters. If this is a reasonable argument, shouldn't the state apply the same five-mile buffer to the rest of its remote road system? Most of our highways traverse lightly populated areas where law enforcement is spotty.

The Dalton Highway is more remote, yes, but that actually argues against more stringent regulation. Its remoteness, lack of services and unpaved surface discourage most Alaskans from venturing up it — fewer people, fewer enforcement problems.

The ban on off-road vehicles in the corridor was passed in part to discourage urban hunters from using the road and competing with villagers. If that's such an issue, the state could limit access in areas that might be considered too near to the few villages along the route. The blanket prohibition north of the Yukon River is overkill.

The legislation in Juneau would allow snowmachines on the highway corridor from Oct. 1 to April 30. That roughly matches the season of frozen soil and snow cover, so the resulting travelers would have minimal impact on tender surface vegetation.

Even if the legislation passes, the prohibition on all other off-road vehicles would continue. So, too, would state regulations that prohibit hunting, except with bow and arrow, and the transport of hunters using motorized vehicles in the corridor.

The proposal would simply offer Alaskans access during the winter months to public lands from a public highway, with far more limits than they face on any other remote Alaska road.

Dalton Highway snowmachine debate continues in Juneau

by Christopher Eskildsen — eskildsen@newsonline.com

ASUENI, Alaska

JUNEAU — A House subcommittee continued Wednesday to collect a blend of comments on a proposal to open thousands of square miles of land along the Dalton Highway to winter snowmachine use.

The bill would open the highway corridor to snowmachines during the seven coldest months. Snowmachines and ATVs are banned except for resource development work and travel by local residents.

About 150 people had commented by letter or e-mail or verbally by the time the subcommittee met shortly after noon. Comments were generally split, with 69 in favor and 80 opposed, according to the office of Rep. Tammie Wilson, R-North Pole.

The disagreement kept coming Wednesday afternoon.

Supporters said state law inappropriately bans almost all use of off-road vehicles of the highway north of the Yukon River. They said the soil there is generally frozen solid through the winter, so snowmachine travel from October through April would have little environmental impact.

“Many Alaskans believe that travel by snowmachine in the Dalton corridor is prevented by federal law,” lead sponsor Rep. Mike Kelly, R-Fairbanks, said in a statement on the bill. “Wrong. The problem is state law.”

Heidi Schoppenhorst, with Boreal Lodging in the Brooks Range, told the subcommittee the bill would open areas with few public safety personnel and difficult access to medical care. Schoppenhorst said increased snowmachine access also would conflict with a scenic byway plan for the area.

“I’m highly opposed to (House Bill) 267,” she said.

Kelly said some have misinterpreted the bill as a move to change hunting regulations. The bill would not remove the prohibitions on rifle hunting within the Dalton Highway corridor or on the use of motorized vehicles to transport hunters anywhere within it (except on the highway and a few designated side roads); it only looks to improve people’s opportunity to take advantage of outdoor opportunities already allowed, Kelly said.

“If this bill is passed it does not change any hunting along the Dalton Highway,” Kelly said. “That was not the intent and it was never the intent.”

Wilson, chairwoman of the subcommittee, said the group will meet again Monday to review options. Wilson is a co-sponsor of the bill.



Alaska Outdoor Council

310 K Street, Suite 200

Anchorage, AK 99501

Email: aoc@alaskaoutdoorcouncil.org

Website: www.alaskaoutdoorcouncil.org

March 9, 2010

Dear Representative Peggy Wilson and House Transportation Committee members,

Thank you for the opportunity to submit written testimony in support of House Bill 267 on behalf of the Alaska Outdoor Council (AOC). AOC has a statewide membership of over 10,000 Alaskans who regularly access public lands in order to gather public resource as well as travel on public lands for the sheer joy of being there.

Throughout the settling of North America by people of European descent outdoor's people have followed the trails laid down by developers. Fur trappers, gold miners, lumberjacks, and farmers all lead the way to public lands. The James Dalton highway is a latter day example of how today energy development is providing that same service to outdoors people. There are millions of acres of public lands along the Dalton highway north of the Yukon River that are inaccessible to the majority of people. Had it not been for the relatively inexpensive road access to Deadhorse thousands of tourist would have never been able to visit Alaska's North Slope. I personally had the privilege of driving the Haul road for 25 years while working for an Alaska big game guide in ANWR. He was able to make his remote guiding operation an economic success by reducing his air charter bill because he could drive his supplies into Deadhorse to fly out to camp. Access to public lands provides the State and its people with economic opportunity.

Today in Alaska we are witnessing an ever increasing loss of access to federal public lands as federal land managers are using federal law created by the Alaska National Interest Lands Conservation Act (ANILCA) to restrict travel. The opportunities for Alaskans to access federal public lands is being reduced at an alarming rate by the loss of RS 2477 right-of-ways, reductions in section 17(b) easements and sites, section 810 analyses of ANILCA, EIS determinations, and Records of Decisions regarding BLM Resource management planning.

The brunt of these federal closures will fall on State DNR land managers as they try to fulfill the constitutional mandates in Article VIII, Sections 1 and 2. The legislature will find it hard to meet their legislative mandate if they continue to allow State public domain to be locked up just five miles beyond the closed corridor.

"Protecting your Hunting, Trapping, Fishing and Access Rights"

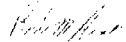
"Alaska state affiliate for the NRA"

AOC feels it will be in the State's best interest to allow seasonal (October – April) snow machine access to public lands north of the Yukon River along the James Dalton highway. Locking up access to public lands and resources is not what Alaskans want to see their legislators do. Rather AOC would like to see legislators support and fund sound scientific management of the habitat and the resources that depend on quality habitat, trail improvements, plus adequate enforcement necessary to ensure sustain-yield management of renewable resources.

AOC asks that you pass HB 267 out of H(TRA) committee with unanimous consent.

Thank you for your consideration of AOC's membership regarding access to public resources.

Rod Arno



Executive Director

Alaska Outdoor Council

Bill Iverson



President

Alaska Outdoor Council

"Protecting your Hunting, Trapping, Fishing and Access Rights"

"Alaska state affiliate for the NRA"



Alaska Outdoor Access Alliance
PO Box 4053
Palmer, Alaska, 99645
www.alaskaaccess.org

March 9, 2010

Subject: House Bill No. 267

Dear Legislators:

On behalf of the Alaska Outdoor Access Alliance (herein AOAA) I write to request your support of House Bill No. 267 "An Act relating to travel by snow machine within five miles of the right-of-way of the James Dalton Highway." This bill sponsored by Representative Mike Kelly and Representative Mark Neuman, and co-sponsored by Representative Tammie Wilson is a step in the right direction for the State to rescind its unnecessary and unfair limitations on snow machine use within 5-miles of the James Dalton Highway. I encourage you to pass this bill as written.

The AOAA endorses the concept of maximizing the sustainable use of Alaska's public lands and waters. We believe that Alaska's lands and waters should be managed in a way that maximizing the enjoyment for the most Alaskans possible. AOAA was created in 2004 and represents over a dozen clubs and associations related to recreation across the State.

Sincerely,

Scott C. Hala
President
Alaska Outdoor Access Alliance

FISCAL NOTE

STATE OF ALASKA
2010 LEGISLATIVE SESSION

Fiscal Note Number: 1
 Bill Version: CSHB 267(TRA)
 (H) Publish Date: 3/26/10

Identifier (file name): HB267-DNR-MLW-03-08-10

Dept. Affected: Natural Resources
 RDU Resource Development
 Component Claims, Permits and Leases

Title SNOW MACHINE USE IN DALTON HWY CORRIDOR
 Sponsor Rep. Kelly, Rep. Neuman, Rep. T. Wilson
 Requester House TRA

Component Number 2460

Expenditures/Revenues (Thousands of Dollars)

Note: Amounts do not include inflation unless otherwise noted below.

	Appropriation Required	Information					
		FY 2011	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
OPERATING EXPENDITURES							
Personal Services							
Travel							
Contractual							
Supplies							
Equipment							
Land & Structures							
Grants & Claims							
Miscellaneous							
TOTAL OPERATING		0.0	0.0	0.0	0.0	0.0	0.0

CAPITAL EXPENDITURES							
CHANGE IN REVENUES ()	0.0	0.0	0.0	0.0	0.0	0.0	0.0

FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts							
1003 GF Match							
1004 GF							
1005 GF/Program Receipts							
1037 GF/Mental Health							
Other Interagency Receipts							
TOTAL		0.0	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY2010) cost: 0.0

POSITIONS

Full-time							
Part-time							
Temporary							

ANALYSIS: (Attach a separate page if necessary)

DNR anticipates no need for additional funding under this proposed legislation.

Prepared by: Dick Mylius, Director
 Division Mining, Land and Water
 Approved by: Tom Irwin, Commissioner
Natural Resources

Phone 269-8600
 Date/Time March 8, 2010
 Date March 8, 2010