

STATE OF ALASKA
DEPARTMENT OF NATURAL RESOURCES
Division of Mining, Land and Water
July 1, 2002

RECEIVED
JUN 25 AM 9:18

(DRAFT)
SITE-SPECIFIC PLAN
FOR
LAND NORTH AND SOUTH OF HAPPY VALLEY
AND
COLDFOOT

PROPOSED ACTION

This site-specific plan proposes classification of approximately 105,750 acres of state lands along the Dalton Highway and Trans-Alaska Pipeline from Pipeline Milepost (PLMP) 56.5, which is located just north of Pump Station 2, southward to PLMP 117.2 which is located just south of Pump Station 3 at PLMP 104.3, and at Coldfoot from approximately PLMP 232.3 to PLMP 240.1. The land within both locations is unclassified state land. The North Slope Borough has selected portions of the project area as part of its municipal entitlement under AS 29.65. The purpose of this plan is to consider the criteria set out under AS 38.04.065(b) and 11 AAC 55 to determine the proper classification under AS 38.04.065.

For ease and consistency, where possible locations are identified using pipeline milepost distances with PLMP 0 beginning on the North Slope.

SITE FACTORS

Location: Refer to Site-Specific Planning Area Maps

Geographic: The majority of the planning area is in North Slope Coastal Plain and foothills on the north side of the Brooks Range along the Dalton Highway. The remaining smaller portion of the area is at Coldfoot located on the south side of the Brooks Range.

Borough: All lands except those in T28N, R12W FM and T29N, R12W, FM are located within the North Slope Borough. Those lands not in the North Slope Borough are located at Coldfoot and are outside an organized borough.

Native Region: Arctic Slope Regional Corporation and Doyon LTD.

Coastal District: North Slope Borough Coastal Management Zone- The inland boundary extends inland along the Sagavanirktok (including Accomplishment and Section Creeks), Ridbon, Lupine, Echooka, Ivishak, Saviukviayak (including Flood Creek), drainages. Along

to the North Slope Borough, therefore, these lands are designated and classified as “**Resource Management Land**”.

In determining the overall best interests of the state, consideration must also be given to the state’s obligation to fulfill the Borough’s entitlement under AS 29.65. Although this plan recognizes that the borough has selections filed on some lands, the plan does not constitute a decision under AS 29.65 to convey the lands to the borough. The plan considers the selections in determining the appropriate classification that would allow continued state management or conveyance to the borough should the decision be made by the state to convey the land. The classification Resource Management recognizes that the land is presently remote and for which a specific resource allocation decision is not possible because of a lack of adequate resource, economic, or other relevant information. This classification meets the criteria of “vacant, unappropriated, unreserved land” under AS 29.65 and would allow a conveyance should such a decision be made, or continued management by the state.

Happy Valley: T3S, R14E, UM Section 4, 5, 7-9, 16-20, 29-32. A portion of this area will be managed as a development node (Sections 19, 20, 29, 30) to provide facilities that support transportation and utility uses, including public services, tourist and traveler facilities, recreation and other related facilities. The state will retain in state ownership land underlying existing oil and gas transportation facilities such as the pipeline, and land needed for state managed public facilities. Land not needed for existing and future facilities may be conveyed to the North Slope Borough under AS 29.65. The determination of exactly what lands will be conveyed to the Borough will be made through the AS 29.65 and Best Interest Finding (AS 38.05.035(e)) for the Borough’s selection.

This plan recognizes: the possible use of the land at Happy Valley as a development node; the pending selection, ADL 414838, of land by the North Slope Borough; the Department of Transportation and Public Facilities pending application ADL 415414, which overlaps a portion of Borough selection ADL 414838; and, the need to resolve any remaining issues concerning the Happy Valley contaminated site and the resource values associated with the area.

The management intent for these lands is to recognize the existing uses while allowing only short term new activities until the adjudication of the pending applications from the North Slope Borough and the Department of Transportation and Public Facilities, yet maintaining the state’s ability to use the land for transportation, pipeline and utility corridor purposes. These land are designated and classified as “**Resource Management Land**”.

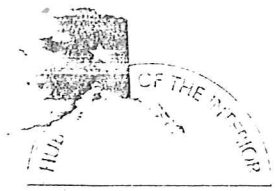
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unappropriated, unreserved land” under AS 29.65 and would allow a conveyance should such a decision be made, or continued management by the state.

Coldfoot: T28N, R12W UM Section 3, 4, 9, 10, 15, 16, 20, 21, 22 and T29N, R12E UM Section 23, 24, 25, 26, 27, 34, 35. The management intend for land within the Coldfoot development node is to provide for continued operation of existing services and additional or expanded services in support of the use of the Dalton Highway by industrial and commercial traffic as well as use by the public. This site-specific plan also recognizes the past, present, and future importance of this land as a transportation and utility corridor for authorized pipeline purposes and for future use because of its location and accessibility. The land at Coldfoot, because of its existing use, physical qualities and suitability for year around commercial development is designated and classified as “**Settlement Land**”.

Remainder of Corridor: The remaining corridor land will be managed for transportation and utility uses and will be retained in state ownership. This site-specific plan recognizes the past, present, and future importance of this land as a transportation and utility corridor for authorized pipeline purposes and for future use because of its location and accessibility. At the same time it is important that other resource values are recognized in the use and development of this land. This is particularly important with the increasing use of the area by the public. The management intent for the land adjacent to the Dalton Highway right-of-way, with the exceptions of the lands at Pump Station 2, Coldfoot and Happy Valley, and the land selected by the Borough, is to provide for existing transportation of oil and gas and to recognize the potential for location and construction of future access, pipelines or utilities while minimizing adverse effects to the environmental and access for other resource use.

Support services that can be located at nodes will not be allowed in this unit. This land is designated and classified as “**Transportation Corridor Land**”.



Greater Fairbanks Chamber of Commerce

700 South Avenue, Suite 100
Fairbanks, Alaska 99701

(907) 451-1111
FAX (907) 456-6868

November 14, 1996

The Honorable Tony Knowles
Governor of the State of Alaska
P.O. Box 110001
Juneau, AK 99811-0001

Dear Governor Knowles:

The Greater Fairbanks Chamber of Commerce submits the following comments on behalf of its 650 members and their 10,000 employees concerning the proposed transfer to the North Slope Borough of the lands in the Happy Valley area adjacent to the Dalton Highway. In general, the chamber continues to oppose this action as not in the best interests of the state or its citizens. The chamber is on record of having opposed the action and supports suspension of all of the lands which are needed to operate a viable northern Alaska airport in state ownership. The North Slope Borough (NSB) is encouraged to receive and productively use the adjacent selected lands to enhance this important transportation node.

- 1) Although your findings acknowledge the importance of the Happy Valley as a publicly owned airstrip, the proposed alternative virtually eliminates the possibility of operating a viable, safe airport at the site by the transfer of so much land to the NSB. Various federal regulations and requirements will preclude the possibility of gaining federal participation in the further development of Happy Valley as a northern airfield, and the fifty foot wide access will make it impossible to construct or maintain reasonable surface access from the Dalton Highway. All lands immediately adjacent to the actual runway itself are proposed to be conveyed, thus eliminating the possibility of ADOT & PF generating any revenues at the airport to offset the future costs of operation and maintenance. The transfer and loss of these "apron" lands also appears to implicitly assure the allowance of airport boundary crossings from properties adjacent to the runway. This contradicts 17AAC40.040, and long-standing ADOT & PF and FAA policies which minimize or forbid such access. Under the proposed alternative, ADOT & PF assumes all the liability of ownership, maintenance and safety for the airfield, but without provisions made for the location of maintenance facilities and no likelihood of applying federal design and construction funds to create a modern, useable and safe airport.

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- 2) Prior to the conveyance of the Happy Valley Development Node from the federal government to the state in 1993, many public meetings were held throughout the state during four or more iterations of land use plans. During the twenty plus years taken to develop these plans, it was the consensus of the majority that lands should remain as a development node and in public ownership. The lands were conveyed to the state with the intent that the lands would remain in public ownership for the benefit of the entire span of northern Alaska. This proposed action clearly circumvents the public process and is counter to the expressed desires of the public.
- 3) The proposed action is a significant move on the part of the state and deserves full public exposure and discussion in public meetings and by public review of draft plans. The process to date appears to be a hurried attempt to accomplish political goals and not a land transfer based on reasoned, well thought out land title decisions which serve all of the citizens of this state. The decision should be delayed for a minimum of 120 days to enable public meetings to be held on the proposed alternative land transfer.
- 4) The North Slope Borough's record of opposing the opening of the Dalton Highway and their opposition to the use of state lands within the Borough's boundaries for legitimate activities is indication that the NSB will continue to obstruct the use of these state-owned public lands as an "open" airport and staging area. Given this history of non-cooperation, it is clearly not in the state's best interest to convey lands that are a vital link for the public's practical, cost-effective access to the remaining state lands within the NSB.
- 5) Due to the increasing flow of traffic on the Dalton Highway, and general exploration activities across the North Slope, the importance and frequency of use of Happy Valley as a transportation node is expected to increase over time. Reserving an adequate block of lands to facilitate ADOT & PF's management and funding of an airport should assure long-term economic development and success for various area-wide business and recreational activities. Adjacent NSB lands will be well positioned to earn revenues from this surface air nodal synergy, especially for those services which are not easily accommodated on airport lease lots. The municipal land's income will pale in comparison with the NSB's overall budget, but be of distinct interest to those individuals and citizens who will manage the businesses created.
- 6) The administration's stated goal is to increase jobs in Alaska and to improve Alaska's economic base. Supporting an action that would potentially restrict jobs and economic development is counter to the administration's policy and promises made to the electorate of this state.

The Honorable Tony Knowles
Page 3
November 14, 1996

Thank you for the opportunity to comment on this issue of vital importance to all of the residents of the Interior. I am confident that your administration will allow for more public debate on the issue and ultimately make a decision that will be to the benefit of all Alaskans.

Sincerely,

A handwritten signature in black ink, appearing to read 'Barton S. LeBon', with a long horizontal flourish extending to the right.

Barton S. LeBon
Chairman of the Board

cc:

Rod Dowling, ADNR
Commissioner Shively
Commissioner Perkins
Interior Legislators
Senator Ted Stevens
Senator Frank Murkowski
Congressman Don Young
Fairbanks Daily News-Miner
 as Letter to the Editor
City of Fairbanks
Fairbanks North Star Borough
North Slope Borough
Alaska State Chamber of Commerce
Fairbanks Convention and Visitors Bureau



Alaska State Legislature

Official Business

RECEIVED P/114

OCT 04 1996

P.O. Box V
State Capitol
Juneau, Alaska 99811

October 3, 1996

Mr. Rod Dowling
DNR - Division of Land
3601 "C" Street, Suite 1130
Anchorage, AK 99503-5947

To: Norm

From: Sue
488-0857

(KPT handwritten)

Dear Mr. Dowling:

We are writing to express our concerns regarding the Preliminary Finding and Decision regarding the transfer of state land at Happy Valley to the North Slope Borough (NSB).

The proposal to reduce the Interagency Land Management Assignment (ILMA) to the Department of Transportation and Public Facilities (DOT&PF) included in the decision is an unworkable situation that does not serve the best interest of the state. Alternative 1, rejecting the entire borough selection, is clearly in the best interest of the state. This would allow DNR to grant the full ILMA to DOT&PF while keeping control over an area strategically located near the Dalton highway. Since the Dalton highway coordination group, appointed by Governor Tony Knowles in 1995, has not completed a master plan for the Dalton highway, we urge DNR to reject the borough's request.

The Happy Valley airport is strategically located between the Brooks Range mountain weather and the coastal ice fog, and it provides an integral connection between the Dalton Highway and the North Slope communities. The preliminary decision has the effect of denying DOT the ability to expand the airstrip or to lease any surrounding land. Essentially, after a plane lands on the airstrip, it could not taxi off the runway while remaining on state land. Anyone landing an airplane would be required to have a lease with the North Slope borough in order to store his plane or any equipment near the airstrip. According to Page 8 of the decision:

"The State's interest in retaining ownership of the land covered by the ILMA outweighs the municipality's interest because the airstrip will serve as a state owned airstrip to support public access to nearby State and Federal land and to support oil and gas development."


Mr. Rod Dowling
October 3, 1996
Page 2

It is evident from this statement that DNR recognizes the need to protect the state's interest, however in order for the state's interest to be truly preserved DNR must grant the full ILMA to DOT&PF for management of an *airport*, not just an airstrip. It is my understanding that there is not a comparable situation in the state where DOT&PF has control of an airstrip without control of any surrounding land. If the recommendation of alternative 4 becomes the final decision, it would force DOT&PF to lease land from the NSB in order to operate an airport.

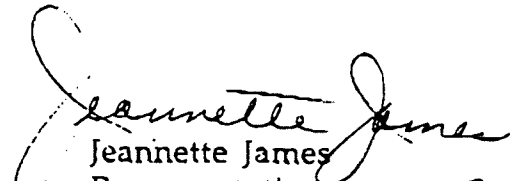
The North Slope Borough has never supported the opening of the Dalton Highway. The public record has shown the borough to be uncooperative and unsupportive of current and potential future uses in this area and we believe they will try to limit or close public access to this area if they have control of the airstrip's surrounding land. The borough has denied approval of state permitted uses in the area by limiting uses on state land under the borough's purported zoning jurisdiction.

Again, we urge DNR to amend this decision to fully protect the State of Alaska's property interests. The state's interest needs to be protected by looking at current and potential future uses in this area. Thank you for addressing our concerns.

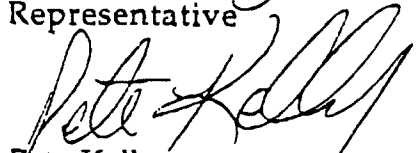
Sincerely,


Gene Therriault
Representative


Mike Miller
Senator


Jeannette James
Representative


Al Vezey
Representative


Pete Kelly
Representative

cc: Commissioner Shively, DNR
Commissioner Perkins, DOT&PF
Governor Tony Knowles

Alaska State Legislature

CO-CHAIR
HOUSE, HEALTH, EDUCATION
& SOCIAL SERVICES COMMITTEE

VICE-CHAIR
HOUSE RULES COMMITTEE

MEMBER
HOUSE JUDICIARY COMMITTEE
LEGISLATIVE BUDGET & AUDIT COMMITTEE



REPRESENTATIVE CON BUNDE

District 18

DURING SESSION:
STATE CAPITOL, ROOM 108
JUNEAU, ALASKA 99801-1182
1 (907) 465-4843
1 (800) 892-4843

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DEC 09 1996
DURING INTERIM:
716 WEST 4th AVENUE
ANCHORAGE, ALASKA 99501-2133
1 (907) 258-8168
E-MAIL ADDRESS:

Representative_Con_Bunde@LEGIS.state.ak.us

November 15, 1996

Mr. Rod Dowling
Division of Land
Alaska Department of Natural Resources
3601 C St., Suite 1130
Anchorage, AK 99503-5947

Dear Mr. Dowling:

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We are writing to voice our objection to the Alaska Department of Natural Resources' preliminary finding and decision regarding the Interagency Land Management Assignment (ADL 415414) for the Happy Valley area.

Alternative No. 4, the recommended alternative, would transfer to the North Slope Borough 2,366 acres of land surrounding a vital North Slope transportation and staging area, leaving in state hands only the tiny island of the Happy Valley airstrip. If the North Slope Borough were to exercise its right under this alternative to deny the use of surrounding lands for airstrip maintenance, support operations and related activities, the airstrip would not be able to support the important activities described in the preliminary finding's Agency Review (section I.).

These uses include support of field work, search-and-rescue operations, medevacs, hunting enforcement, scientific research, and other purposes by numerous state agencies, including the departments of Fish and Game, Transportation and Public Facilities, and Public Safety, as well as the University of Alaska and numerous other state universities. The state as a whole has vital interests in having a safe, well-maintained and fully-accessible airport at Happy Valley to support natural resource exploration and development efforts on the North Slope.

Further, with the recent opening of the Dalton Highway to public access, there is likely to be an increased demand for visitor services in the Happy Valley area. It would be appropriate for the state Department of Transportation to have the opportunity to lease land near the highway to private businesses, which could provide these services to the public while returning revenue to the state.

STATE OF ALASKA

DEPARTMENT OF PUBLIC SAFETY

DIVISION OF FISH & WILDLIFE PROTECTION

TONY KNOWLES, GOVERNOR

RONALD L. OTTE
COMMISSIONER

5700 E. TUDOR ROAD
ANCHORAGE, ALASKA 99507
PHONE (907) 269-5509

January 28, 1997

RECEIVED R/W

JAN 31 1997

Mr. Tony Johansen
Regional Supervisor - Northern Region DOT/PF
2301 Peger Road
Fairbanks, AK 99709

Dear Mr. Johansen:

The State of Alaska, Department of Public Safety, Division of Fish and Wildlife Protection, currently has a land use permit with the Department of Natural Resources for a cabin site along side the runway at Happy Valley. This information is recorded as permit #LAS20372 for the use of land described as: Umiate Meridian, Township 3 South, Range 14 East, Section 30.

This land use permit was recently renewed on July 1, 1996, for a period of five years, expiring June 30, 2001.

It is the request of the Department of Public Safety that the site covered by this land use permit be retained in State ownership along with the adjacent Happy Valley runway and helipad. This site is used for conducting hunting and guiding enforcement operations and for staging search and rescue operations and medical evacuations. The runway and helipad are necessary to conduct the above listed activities.

The Division of Fish and Wildlife Protection currently owns the improvements on the land covered by this land use permit. Our ability to protect the natural resources in this area will be impacted if we loose possession of our lease site at Happy Valley. Colonel Glass, our Division Director, is very concerned about this and requested that I relay our request to you. Any assistance you can give us is appreciated. Let me know if you need further information.

Sincerely,

Lieutenant Al Cain
Acting Operation Commander
Division of Fish & Wildlife Protection

CHIEF R/W AGENT	
PRE AUDIT	
ENGINEERING	
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Relocation/Prop. Mgmt.	
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cc: Colonel John Glass
Lieutenant Dave Lorring

ROUTE	COPY	NORTHERN REGION DOT/PF
		REGIONAL DIRECTOR
		D&C DIRECTOR
		M&O DIRECTOR
		PLANNING/ADM. CHIEF
		SAFETY OFFICER
		F.I.A. MANAGER
		RETURN to Reg. Dir. Sec.

**University of Alaska****Educational Property & Facilities**

Burovich Building • Suite 211 • 910 Yukon Drive
P. O. Box 755030 • Fairbanks • Alaska • 99775-5030
(907) 474-7692 • FAX: (907) 474-5634

December 6, 1994

Rose Greenblatt
Dept. of Transportation & Public Facilities
2301 Peger Road
Fairbanks, AK 99709-5316

Re: Happy Valley Camp

Dear Ms. Greenblatt:

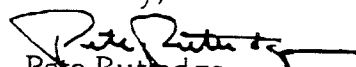
This letter is in response to your request regarding University use of the air landing strip and helicopter pad in the area known as Happy Valley Camp. The camp is used to stage scientific research by the University of Alaska Polar Ice Coring Office (PICO) and the Institute of Arctic Biology (IAB). In addition, these offices and other University schools and programs coordinate use of the camp for the Universities of California, Colorado, Illinois, State University of New York, Woods Hole (MA), and the National Science Foundation through its Arctic Region Consortium Scientific Studies (ARCSS) Office of Polar Programs, Arctic System Science Program.

All of these entities conduct extensive studies in the Northern Region of climactic conditions and their effects on global change, atmospheric studies regarding the aurora, air pollution, ground studies in water research, permafrost, impact studies on wildlife, plant life, and a wide variety of ecosystems which are only beginning to be understood. Access to study sites ranging from a few square feet to dozens of square miles of tundra is a vital consideration in all of these projects. Travel must be accomplished in such a way as to leave the least impact on the environment as possible. The use of aircraft becomes the obvious choice in many instances, especially helicopter.

Accordingly, the University of Alaska urges the Alaska Department of Transportation & Public Facilities to designate the public lands used at the Happy Valley Camp as public purpose lands and that those designated public purpose lands can be used by the University to stage scientific research, including maintaining a field office and ingress and egress for ground and air transportation.

If you have any further questions please call me. Thank. you.

Sincerely,


Pete Rutledge
Director

1871

MEMORANDUM

STATE OF ALASKA

DEC 01 1994

Northern Region DOT & FF

To: Rose Greenblatt
DOTPF, Right of Way Section
Fairbanks

Date: November 18, 1994

File #:

Phone #: 451-5350

From: Lieutenant Dave Lorring *DL*
Commander, D Detachment
Fish & Wildlife Protection

Subject: Happy Valley Helicopter Pad

I spoke with the Alaska State Troopers helicopter pilot in regards to the use of the helicopter pad at Happy Valley.

Our Department needs for the helicopter pad are several fold.

- First: To base helicopter operations for search and rescue.
- Second: To base helicopter operations to conduct medical evacuations.
- Third: To conduct hunting and guiding enforcement operations.

It would be our request for the State to maintain ownership of the property and continue it's use as a location for helicopter operations.

DL/vm

cc: Major Russell
Captain Myers, AST
Tom Davis, Pilot

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WALTER J. HICKEL, GOVERNOR

DEPARTMENT OF PUBLIC SAFETY

DIVISION OF STATE TROOPERS

Richard L. Burton
Commissioner

1979 PEGER ROAD
FAIRBANKS, ALASKA 99709

November 15, 1994

NOV 17 1994

Northern Region DOT & AT

Rose Greenblatt
State of Alaska
Department of Transportation
2301 Peger Road
Fairbanks, AK 99709

Dear Ms. Greenblatt;

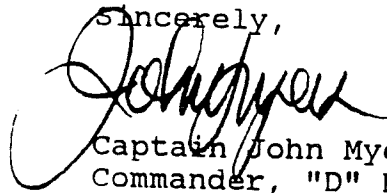
I understand that the North Slope Borough has expressed an interest in closing the runway and helipad at the Happy Valley Camp on the Dalton Highway.

The Department of Public Safety has a strong statutory commitment to search and rescue efforts throughout the State. I believe it could be a detriment to the fulfillment of that mandate to close the helipad and runway in an area that is relatively inaccessible by other means of rescue transportation.

In addition as the Haul Road opens to public traffic, the Department of Public Safety will be patrolling the highway and very possibly relying on support facilities such as the helipad and runway at Happy Valley.

Once again, the Department of Public Safety would be adamantly opposed to closing those facilities.

Sincerely,



Captain John Myers
Commander, "D" Detachment
Alaska State Troopers

CHIEF OF POLICE	
DEPUTY CHIEF	
CLERK	
INSPECTOR	
TRAINING OFFICER	
INVESTIGATOR	
LABORATORY	
LEGAL COUNSEL	
RECORDS & COMM.	
INVEST. NTC	
FILE	

Handwritten initials "JIM" and "SDH" are present in the top right and middle right sections of the routing slip.

STATE OF ALASKA

TONY KNOWLES, GOVERNOR

DEPARTMENT OF FISH AND GAME

1300 COLLEGE ROAD
FAIRBANKS, ALASKA 99701-1599

13 December 1994

DEC 20 1994

Northern Region DOT & FF

Rose Greenblat
Right of Way Agent
Department of Transportation
2310 Peger Rd
Fairbanks, AK 99709

Dear Ms Greenblat,

I am writing to express concern about the potential loss of access to and use of the airstrip and helipad at Happy Valley on the Dalton Highway. We have used these facilities for several years as a base of operations for assessment of anadromous Arctic char stocks in rivers of the Sagavanirktok drainage. We have plans for expansion of the char assessment project in the upcoming field season. Loss of the use of the Happy Valley facility would dramatically increase the cost of operation and the logistic difficulty of conducting the stock assessment. We request that you do what you can to ensure the continued availability of this site for our field operation.

Sincerely,



John M. Burr
Fisheries Biologist
Sport Fish Division
(907) 459-7220

CHIEF RW AGENT	<i>JMB</i>
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