

SB

298

FISCAL NOTE

STATE OF ALASKA
2004 LEGISLATIVE SESSION

Fiscal Note Number: _____
Bill Version: SB298-DOT-CO-2-20-04
() Publish Date: _____

Revision Date/Time (Note if correction): _____ Dept. Affected: DOT&PF
Title Off-Road Vehicles on Dalton Highway RDU Administration & Support
Component Commissioner's Office
Sponsor Seekins
Requester Senate Transportation Component No. 530

Expenditures/Revenues (Thousands of Dollars)

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

OPERATING EXPENDITURES	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
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						
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CHANGE IN REVENUES ()						
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FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other (Specify Type--Do not abbreviate)						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY2004) cost: 0.0
Mark this box (X) if funding for this bill is included in the Governor's FY 2005 budget proposal:

POSITIONS

Full-time						
Part-time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

Prepared by: Nona Wilson Phone 465-6973
Division Legislative Liaison Date/Time 2/20/04 9:06 AM
Approved by: John MacKinnon Date 2/20/2004
Agency Deputy Commissioner

ADDITIONS TO PACKET FOR

SB 298

Senate Transportation Committee
March 9, 2004

23-LS1496D
Utermohle
3/5/04

CS FOR SENATE BILL NO. 298()

IN THE LEGISLATURE OF THE STATE OF ALASKA
TWENTY-THIRD LEGISLATURE - SECOND SESSION

BY

Offered:
Referred:

Sponsor(s): SENATOR SEEKINS

A BILL

FOR AN ACT ENTITLED

1 "An Act relating to the use of off-road vehicles within five miles of the right-of-way of
2 the 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. North of milepost 235 of
6 the highway, off-road [OFF-ROAD] vehicles are prohibited on land within five miles
7 of the right-of-way of the highway. However, this 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 corridor
14 from land outside the corridor to access land outside the other side of the corridor; this

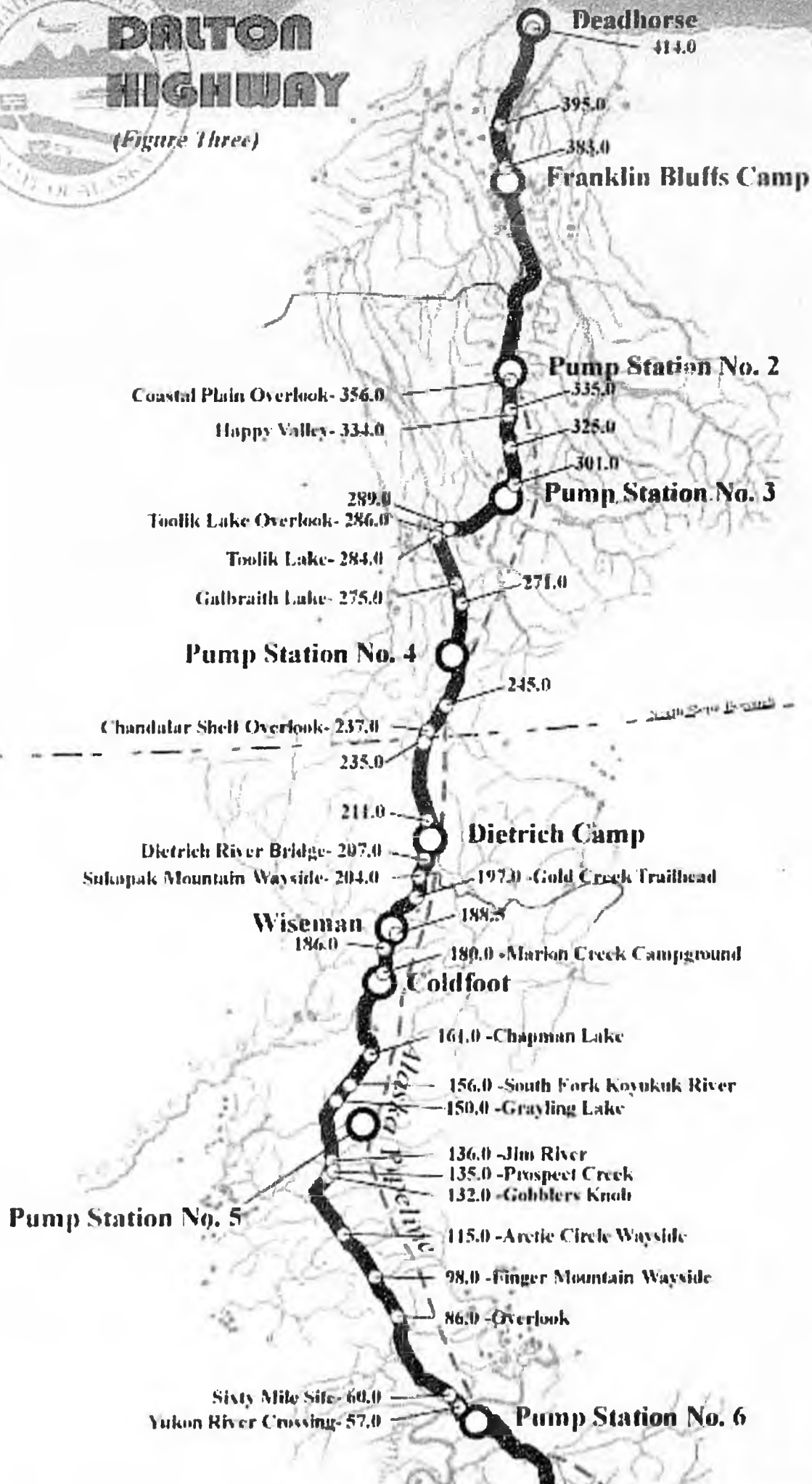
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paragraph does not permit the use of a snow machine for any purpose within the corridor if the use begins or ends within the corridor or within the right-of-way of the highway or if the use is for travel within the corridor that is parallel to the right-of-way of the highway; in this paragraph, "highway corridor" means land within five miles of the right-of-way of the highway.



DALTON HIGHWAY

(Figure Three)



Subject: Dalton Highway

Date: Thu, 4 Mar 2004 08:29:42 -0900

From: "Scotty Bennett" <revscotty@mosquitonet.com>

To: <mark_stoppha@legis.state.ak.us>

Mr Stoppha,

Thank you for your time this morning.

The Dalton Highway is a very unique area that remains undisturbed by the use of ORV's. Because of this, the game populations are readily accessible from the road to Archers who wish to enjoy a wilderness experience without having to charter an aircraft to get into a remote area.


With no gunfire nor the sounds of ATV's and Snomachines, it is not uncommon to be offered multiple stalking opportunities on several species of game during a days hunt. Since Archery is such a close range sport, this area is a one of a kind place where these types of hunts can happen. No other place in Alaska offers the solitude and untracked wilderness that the Dalton offers.

I realise that BLM may attempt to block local people from Livengood, Coldfoot, Wiseman, etc from accessing their traplines or mines, but there has got to be a better way than opening up the area for a general free for all of ORV use.

Please look for another way to keep the Feds off the locals back while maintaining the untracked wilderness that is the Dalton Highway

Attached is a story that will be published in Traditional Bowhunter Magazine. This story is the result of a fellow Archers perspective after I took him up to enjoy the Dalton.

Rev. Scotty Bennett
North Pole, Alaska

 End of North B.doc	Name: End of North B.doc Type: WINWORD File (application/msword) Encoding: base64 Download Status: Not downloaded with message
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Title: The End of North
Author: Jay Campbell
2601 W. Fountain Blvd
Tampa, FL 33609
SS# 065-40-3914
E-mail JRCAMPBELL@cs.com
Telephone 813-875-2019
Subject: Bowhunting/Travel
Length: 1735 words with photographs

The End of North

The trip to the end of north today is only inconvenient, although some modern travelers still find it harsh. The journey doesn't sift through pilgrims anymore, tempering the strong and culling the weak as early treks beyond the Arctic Circle did. Still, few folks from the "Outside", that peculiar Alaskan term for the rest of America, make their way to the end of the northern road these days. That makes it rich for the outdoorsmen who finally pull the dream of northern Alaska off the shelf and go. The Alaskan tundra, that boggy twelve inches of peat lining the treeless arctic permafrost, marks a mostly unspoiled wilderness.

For the hunting archer, there is a place in northern Alaska where caribou herds, summer, and an archery-only preserve intersect: the Dalton Highway. The Dalton runs north from Fairbanks to Prudhoe Bay, above the Arctic Circle, Tracking the Alaska Pipeline's run of oil from the Arctic Ocean. The road cuts through resident Caribou herds for hundreds of miles, and for five miles to its east and west is reserved for archery hunting. There is nothing else there.

To the north of the Brooks Mountain Range, the Highway and the Pipeline follow the Sag River. Along the Sag, fishing for grayling and small game hunting for ptarmigan fill out the endless arctic summer days. Caribou, black and brown bear and muskox wander, and the dinner plate stays full if the weather will allow. But weather is an angry companion on the Dalton, with violent mood swings.

Bugs are supposed to be the problem in the Alaskan summer. Mosquitoes, no-see-ums, and black flies are all more bite than bug, and homestead every inch of biting space. Alaskans are perversely proud of these pests, and affect the same boastful manner about bugs as Kansans do of their tornadoes, and Floridians their alligators. However, if perversity is to be the measure of their pride, Alaskans should be prouder of their weather.

When the Reverend Scotty Bennett invited me to bowhunt the Dalton in August, he predicted that the climate would run the barometer ragged. He suggested that we would see sun, wind, rain, snow, and ice and that I should dress for the occasions. I heeded his good words, and packed for all extremes of weather, with heavy wool, fleece, and Gore-Tex. Most good advice goes unused, but I wrung every benefit out of that heavy gear, and all in what passes for the Alaskan summer.

They say there are two kinds of people in Alaska: those who wanted to go, and those who had to. Scotty Bennett came north twenty-two years ago, and had to. But today his hands are steady and he works with them as a carpenter and a minister, patching up homes and homeless men. He hammers nails to support a shelter for men who are too troubled to cope, who have come to the end of their road in Alaska. Fairbanks is the end of the line for many such men, and they keep Scotty busy when he is not hammering nails. At the same time, he has raised a fine and large family, and stayed out-of-doors at every chance. He is usually at peace with himself and the land around him, and is remarkably experienced in the bush with the skills and weapons that provide meat for his charges. With his full beard under thick spectacles, he looks to be a prospector more than a minister, and the look suits him best when he guides moose and caribou hunters in the fall. This trip was a busman's holiday just before his busy hunting season.

I flew from Tampa to Fairbanks in early August for our low-budget adventure north. Scotty's old Toyota truck plowed through icy rain from the Fairbanks airport to the Brooks Mountain Range, where hard-driven snow blanketed everything north of the Brooks to Prudhoe Bay. The wipers had to be pulled by hand, we lost visibility, and the Reverend's prayers to a greater power couldn't soften the storm.

Seventy-five miles south of the Arctic Ocean, we set our tents against the blow and hunkered down, moving only to patch leaks and replace tent

stakes. The snow loaded our shelters while the gale cut off words. For most of four days we hibernated, the sky pounding away while we slept defensively. The lines and sides of our four-season shelters luffed and snapped in a forty knot blow, slapping against the wet sheeting snowfall. Temperatures never rose above the thirties. Welcome, Alaska said, to August in the Brooks Range.

At least the bugs were manageable.

The fourth morning the weather blew off, leaving us buried in snow and sporting a flat tire. That day was spent on repairs in Prudhoe bay, but we had it soft. The coast in nearby Barrow, Alaska had been evacuated, in the worst August storm in twenty years. It was not what I expected, but nothing in Alaska is. Alaska gives you just what it wants you to have, which is usually more, and sometimes very much more, than you expected.

The next day I slept until the sides of my blue and yellow tent 'rned hot and tight under the new sun, and pushed me out into the snowmelt for cool air. The first miserable days Scotty had tended camp in the storm, trying to make hot coffee and food, and lying, as good guides and friends do, about our chances for the weather to clear. Now his goodness was to be rewarded by the sun and three strangers, coming one after the other into our camp bearing gifts. Weather and fortunes turn quickly in the north, and Scotty deserved the blessing more than most. Despite all his years in the bush hunting and guiding archers, he had never taken a caribou with a traditional bow.

While Scotty and I dried and tied up the damage, a pair of young weatherworn bowmen drove into camp with coolers of fresh salmon and caribou steaks, and asked us to celebrate. Billy Lewis had the look of a modern Viking, red-headed and energetic, and his tall hunting partner was Benji Hill, obviously a weightlifter. They left from Montana almost a month before, filled their coolers with good luck just before the storm, and were giving away companionship, conversation, and tailgate cuisine. Benji had already put a caribou on ice. They carried wooden bows and feathered arrows, and knew a traditional refuge when they saw it.

In an hour, we warmed our faces over steaming plates of grilled pink salmon steaks, hand rubbed with ground lemon salt and pepper, stacked over fresh butter-seared caribou loins and mounds of hot fried onions and

potatoes. We sat elbow to elbow, an overturned canoe at our back. The snow-packed Brooks Range wrapped around the horizon to our front, with the Sag river running through it all to our left, and a spur of low rolling hills to our right. The whole of Alaska was our dinner theatre.

We felt grateful for the food and sun, and ate quietly, gazing along the river, the dinner plates first in our sight. Then a wobble on the horizon became a bobbing set of antlers over the tundra. We were still eating, and not interested in a supper guest, but the caribou bull continued his loping walk toward camp.

Except to raise a fork, no one moved until the bull nearly closed the distance. Scotty finally volunteered to go, but refused to change his Carharrrt overalls and sneakers. He promised that without proper clothes he would blow the opportunity soon and be back for his portion of fruit pie, and we all understood his priorities. Still, a few minutes after the bull and the Reverend crested a hill along the river out of sight, Scotty rose back up on top, the sun's rays streaming out around him and his arms lifted high, calling out the good news. He had his first caribou with the tools of the ancients. What a show.

Scotty couldn't stop talking when we reached him.

"That little bull wandered around up here like a tumbleweed in a whirlywind," he jabbered, "but he finally parked his head under a willow bush no bigger than his antlers and he laid down with his big hind end sticking out in the open. He was just a teenager, he didn't know no better. Jay, I'm gonna hunt in these Carharrrt pants and sneakers all the time. It's Prudhoe Bay camo – I look like a pipeline man!"

He was so excited he had forgotten his pie, which was good, since we had already eaten it.

"Those big hickory shafts will knock the hop out of a rabbit, but they're so dang slow and heavy I had to get close enough to lob one in there." He kicked at the bulky clumps of grass around our feet. "Oh man, these tussocks are hard to stalk on – I was like a drunk trying to walk on a field of basketballs."

He was right about the tundra. It was like a carpet of big green sponges, and hard to get any purchase. A day of slippery walking tore up my ankles, and a few times I fell into the wet holes between the big balls of sod. Scotty kept up the narrative as I watched for bears. I always watched for bears.

“Anyway, I scooted in close and squatted down behind that bush and let one fly. I could see that arrow draw in like a guided missile, spinning into his ribs, then it just disappeared right through him.”

The young caribou died almost in place, and there was no tracking to do. We set down the frames, knives, and game bags, posted a guard, and worked as a pack to quarter and haul the meat out before brown bears wined the kill. It was quick work. Every muscle came off the animal before the antlers, which Scotty brought down with the hide in the last load. It was good meat that would take care of his family for months that winter. When the game bags were tied up high we were tired, full, and happy, dreaming of clear days on the Dalton.

Testimony on SB298
By Rob Sylvester
1340 Chena Ridge Rd.
Fairbanks, Alaska

SB 298 concerns opening up the Dalton Hiway corridor to ATVs. If this were to happen it would be detrimental to archery hunting within the corridor and outside the corridor.

1. The resulting traffic would push the game outside the corridor where archers hunt on foot.
2. On the south side of Atigun Pass the harvest of moose has been high enough for ADF & G to install a drawing permit system. Additional access would only increase the harvest in the general area.
3. Increased access would increase hunting pressure from all groups and will lead to decreased hunting seasons
4. Appropriate examples of the effects of ATV's on hunting occur along the Denali Hi-way and the Steese Hi-ways. Along the Denali Hiway during personal flights over the area show little to no game within the extent that ATV's travel and once you go beyond this area game becomes much more abundant. The ATV's push the game out of the area. Resulting in hunters not using ATV's any realistic access to game.
Along the Steese Hi-way the same thing occurs in the fall and winter caribou seasons. The end result are very short seasons, 2 days in the winter season as quotas are reached and non-ATV users have no realistic access to caribou and/or can not compete either safely or effectively.
5. With this said there is a role for snowmachines in the corridor on the south side of Atigun and accessing areas outside the corridor for trapping purposes only. Some form of limited access out of the corridor on the north side of Atigun for snowmachines as well could probably be accommodated without creating significant biological and social impacts to hunting. A mechanism should be in place to provide limited numbers of access in specific areas during specific time periods would be very useful. Examples would be a limited registration for specific time slots and areas for the November to April time frame for areas north of Atigun Pass.
6. Unfettered access in either the south or north side will create highly unacceptable problems associated with hunting and trapping.
7. Unfettered summer access anywhere will create significant environmental scaring which has been shown to heal at extremely slow rates within the areas of concern.
8. As it stands now summer access is appropriate on the north and south side for hunting situations and biologically the populations are barely able to sustain the current harvest of all ungulate and bear species in the south. On the north side the ungulate and bear populations are at a level to support access at its current levels without endangering the overall populations as well.

Rob Sylvester
Master Bowhunting Instructor

Members of the Senate Transportation Committee,

I will be out of town and unable to attend the teleconference to testify on SB 298 on March 4, but would like to offer the following comments for your consideration.

In my opinion this bill is simply an issue of whether or not the public should have reasonable access to millions of acres of public land. I would argue that they should.

It seems from a lot of the testimony I heard last week that most of the people are unaware of what the actual effects of this bill are. There were several people testifying about how passage of this bill would have such a negative impact on hunting in the area, while in reality passing this bill doesn't change anything related to hunting north of the Yukon River. Hunting with a firearm within the Dalton Hwy. Corridor would still be prohibited by AS 16.05.789. Using an off road vehicle to transport hunters or game in the corridor would still be prohibited by 5 AAC 92.530 (7) unless you start outside the corridor and need to cross it to access lands on the other side. In other words, you still would not be able to start a trip from the Dalton Hwy. using an ORV for any hunting purposes. Passage of SB 298 does nothing to change either this statute or regulation, effectively making no change in the current situation in that area in regards to hunting.

There was also some testimony concerning harassment of wildlife by ORV users. This concern is also without merit in my opinion as regulation 5 AAC 92.080 (5) would still be in effect and prohibit harassing game with a motor vehicle or using a motorized vehicle to drive, herd, or molest game. Passage of SB 298 does nothing to change this from its current state.

To the people who were concerned over potential damage to the tundra by 4-wheelers running all over the place I would like to point out the fact that the first 250 miles of the corridor runs through BLM land whose regulations regarding ORV use only allow snowmachines with a 10 or 12 inch minimum snow cover requirement. To anyone who thinks this is still not adequate protection, I would point to the area from along the Denali Hwy. all the way down to the Glenn Hwy. where snowmachines are going all over the place every winter, but come summer when the snow melts there is virtually no evidence of their activities. The remaining 105 miles of the corridor from approximately Slope Mtn. on the North Slope to Prudhoe Bay runs through State land that has no such regulation at the present time. However, because ORVs would still be prohibited for hunting purposes and the overall terrain is not conducive to ORV use without snow cover this is probably not an issue. If DNR has serious concerns about even the slight possibility of damage occurring to the tundra during the non-snow covered time of year, they could certainly adopt regulations along the same lines as BLM. Specific regulations such as these would seem to be a far more palatable way of managing the land use rather than the current situation of not allowing any ORV use at any time for any reason (except to access your mining claim or for oil exploration and recovery).

Once people realize there will still be adequate protection for the land and wildlife of the area and that this is simply an issue of public access to public land, everyone I have spoken to about this is for passage of this bill. Then, add in the factor of a positive effect on the local economy (fuel sales, food, lodging, guided tours, etc.), and I believe even a fair number of the local population is for passage of this bill.

In conclusion, I would like to thank you for taking the time to read my comments. I would urge passage of SB 298 repealing AS 19.40.210 in its entirety. Failing that, I would urge amending AS 19.40.210 to allow use of snow machines for non-hunting activities. There is no reason for having a blanket prohibition of ORV use for the entire Dalton Hwy. Corridor when the land managing agencies involved have regulatory tools available to manage use for the best interest of the environment and the public. It is time to finally allow the public reasonable access to the millions of acres of public land that are available along the Dalton Hwy.

Sincerely,

A handwritten signature in cursive script that reads "David Stoller".

David Stoller
880 Hickman
North Pole AK. 99705
(907) 488-0585
stoller@gci.net

To: Senator_John_Cowdery@legis.state.ak.us

Dear Senator John Cowdery <Senator_John_Cowdery@legis.state.ak.us>

Senate Transportation
Committee

March 4, 2004

Re Senate Bill 298 Providing for opening a five mile corridor adjacent to the Dalton Highway for off road vehicle use.

I am Professor Emeritus of wildlife management at the University of Alaska Fairbanks, with forty-two years on the faculty here, preceded by six years as a biologist in Southeast Alaska with the Alaska Department of Fish and Game, and before statehood with the Fish and Wildlife Service. I am also a hunter.

I am supportive of the concept of increasing opportunities for harvest of wildlife for subsistence and sport/recreational use consistent with maintenance of the sustainability of the wildlife populations as well as their sustained yield of an annual harvestable surplus.

Based on my professional experience throughout Alaska, Canada, Greenland, Scandinavia, and Russia, however, I am strongly opposed to opening up wildlife habitat adjacent to the Dalton Highway for off road vehicle access. I also have experience conducting wildlife research in areas adjacent to the Dalton Highway, and experience as a hunter through out much of Alaska.

My major concerns with the proposed legislation are twofold:

1) Off road vehicle traffic, although with some direct impacts on wildlife habitat through damage to vegetation, if restricted to specific access routes through adequate planning and follow up enforcement, will likely have minimal impact on vegetation that is of importance to wildlife. However, the major impact on wildlife is the displacement of wildlife from optimal/critical habitat areas through vehicle related disturbance. Although the individual animals that are disturbed generally adapt by moving out of the areas of disturbance, the net effect is avoidance of the disturbance areas adjacent to roads and their associated traffic. This has been observed repeatedly here in Alaska in Denali National Park adjacent to the park road, along the Denali Highway, along the Dalton Highway, especially on the North Slope, in the Prudhoe and Kuparuk oil fields, etc. Wildlife avoidance of activity on and adjacent to roads has also been recorded in northern Canada, Scandinavia, and Russia. The net effect of this avoidance of road corridors and associated off road vehicle traffic by wildlife has been an over all reduction of available habitat, with associated reduction of carrying capacity of regional habitats and thus a reduction of the sustainable annual yield of a population surplus available for harvest.

The avoidance response of specific species, however, is variable as well as their responses in different habitat types, and among differing sex and age groups. Generally, moose adapt to disturbance much better than caribou and mountain sheep, and females accompanied by young of both species are much less adaptable to disturbance than bulls. All large game species are more easily disturbed and more inclined to vacate disturbance areas in open tundra habitats than in forests or areas of high brush.

2) As a hunter, I am concerned by the growing negative attitude among the public toward sport/recreational hunting that is common in urban areas of

the lower 48, but is increasing here in Alaska. Since hunters are in the minority in the population, we hunters are vulnerable to the increasing voting power of those who tend to view hunters in a poor light and seek to reduce hunting opportunities. Of course it is the so called slob hunters who, though in the minority among hunters, tend to reinforce this attitude through their poor sportsmanship, violation of game regulations, and inconsiderate behavior toward the non-hunting public. Although use of mechanized equipment to access hunting areas and to retrieve game is becoming a common practice in Alaska, especially for subsistence harvest in rural areas, as well as in other areas of the North, when used and relied on excessively for sport hunting, it is degrading to the traditional image of the hunter and of hunting in America. It then plays into the hands of the anti-hunter, raising questions of the ethics of hunting among non-hunters, as well as many hunters, and in doing so threatens the future of hunting for our children and grandchildren.

Opening portions of the Dalton Highway for off road vehicle use by the public will result in reduced productivity of wildlife available for harvest, further erosion of the ethics of hunting in the eyes of the public, and will provide additional ammunition for the anti-hunting movement. Both subsistence and sport hunting have deep cultural roots based on respecting wildlife and the habitats that support wildlife for the sustenance, psychological, and aesthetic values wildlife provides.

Sincerely,

David R. Klein
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Fairbanks, AK 99709
Phone: 474-6674
<ffdrk@uaf.edu>

DRK CS

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Alaska State Senate
Senator Ralph Seekins
District D

SPONSOR STATEMENT FOR SENATE BILL 298

“An Act repealing the ban on the use of off-road vehicles within five miles of the right-of-way of the James Dalton Highway.”

Senate Bill 298 repeals AS 19.40.210 in its entirety.

More than half of the landmass of Alaska lies on the north side of the Yukon River. Only one highway exists in that entire landmass – the James Dalton Highway – still referred to by many as the “haul road” to Prudhoe Bay.

By statute – specifically AS 19.40.210 – with very limited exceptions, the state prohibits use of off-road vehicles within five miles of the right-of-way of the Dalton Highway. This statute virtually prohibits access for average Alaskans to hunt, fish or recreate on tens of millions of acres of public lands that would otherwise be open to their use.

But, the fact is, the state has not actively enforced this statutory ban. Nevertheless, this has not stopped the federal government from co-opting the state law. Using the Alaska statute cited above, the Bureau of Land Management is closing long existing trap lines and threatening to tear down cabins unless the trappers resort to non-motorized access.

Other reports of BLM officers warning or citing recreational riders or state highway maintenance employees under this state statute are numerous. All this because the BLM says that state law regulating off-highway vehicle use prevails when it is more restrictive than federal regulations.

The Dalton Highway was opened to public use during the Hickel administration. Now, ten years later, it is certainly time to allow public use of the lands on either side of it. Alaskans deserve access to their lands and there is no reason to continue this unreasonable, antiquated ban.

FISCAL NOTE

STATE OF ALASKA
2004 LEGISLATIVE SESSION

Fiscal Note Number: _____
 Bill Version: SB298-DOT-CO-2-20-04
 () Publish Date: _____

Revision Date/Time (Note if correction): _____ Dept. Affected: DOT&PF
 Title Off-Road Vehicles on Dalton Highway RDU Administration & Support
 Component Commissioner's Office
 Sponsor Seekins
 Requester Senate Transportation Component No. 530

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CAPITAL EXPENDITURES						
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CHANGE IN REVENUES ()						
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FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts						
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TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY2004) cost: 0.0
 Mark this box (X) if funding for this bill is included in the Governor's FY 2005 budget proposal:

POSITIONS

Full-time						
Part-time						
Temporary						

ANALYSIS: *(Attach a separate page if necessary)*

Prepared by: Nona Wilson Phone 465-6973
 Division: Legislative Liaison Date/Time 2/20/04 9:06 AM
 Approved by: John MacKinnon Date 2/20/2004
 Agency: Deputy Commissioner

(c) Before the sale of materials under (b)(4)(C) of this section to a private entity or person or to a state agency the state shall give due consideration to the availability of materials from private sources in the area where the materials are needed.

(d) Notwithstanding another provision of law, when the department determines and orders that a utility facility located across, along, over, under, or within the highway right-of-way must be changed, relocated, or removed, the licensed public utility owning or maintaining the facility shall change, relocate, or remove it in accordance with the order and is responsible for the cost of the change, relocation, or removal.

(e) Notwithstanding (b) of this section, land described in (b) of this section is not available for disposal if it has been selected by a municipality to satisfy a general grant land entitlement under AS 29.65 unless the selection is disapproved by the state in a final decision.

Sec. 19.40.210. Prohibition of off-road vehicles.

Off-road vehicles are prohibited on land within five miles of the right-of-way of the highway. However, this prohibition does not apply to

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

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

(3) the use of a snow machine to travel across the highway corridor from land outside the corridor to access land outside the other side of the corridor; this paragraph does not permit the use of a snow machine for any purpose within the corridor if the use begins or ends within the corridor or within the right-of-way of the highway or if the use is for travel within the corridor that is parallel to the right-of-way of the highway; in this paragraph, "highway corridor" means land within five miles of the right-of-way of the highway.

Sec. 19.40.290. Definitions.

In this chapter

(1) *[Repealed, Sec. 53 ch 30 SLA 1996].*

(2) "highway" means the secondary highway from the Yukon River to the Arctic Ocean.

Chapter 19.45. MISCELLANEOUS PROVISIONS: DEFINITIONS AND PENALTIES

Sec. 19.45.001. Definitions.

In AS 19.05 - AS 19.40

(1) "commissioner" means the commissioner of transportation and public facilities;

(2) "construction" or any derivation means construction, reconstruction, alteration, improvement or major repair;

(3) "controlled-access facility" means a highway especially designed for through traffic, and over,



United States Department of the Interior

BUREAU OF LAND MANAGEMENT
Northern Field Office
1150 University Avenue
Fairbanks, Alaska 99709-3844
<http://www.ak.blm.gov>



In reply refer to
F-93144
2920 (025)

CERTIFIED MAIL RETURN RECEIPT

JAN 20 2004

Ace Patrick Calloway
P.O. Box 70630
Fairbanks, Alaska 99707

Dear Mr. Calloway;

This letter concerns permit F-93144 that you have with BLM for parking, access and a tent camp at the South Fork of the Koyukuk River. This permit expired on October 31, 2003.

We have become aware of Alaska Statute 19.40.210 that states regarding the Dalton Highway:

Off-road vehicles are prohibited on land within five miles of the right-of-way of the highway. However, this prohibition does not apply to

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

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

(3) the use of a snow machine to travel across the highway corridor from land outside the corridor to access land outside the other side of the corridor; this paragraph does not permit the use of a snow machine for any purpose within the corridor if the use begins or ends within the corridor or within the right-of-way of the highway or if the use is for travel within the corridor that is parallel to the right-of-way of the highway; in this paragraph, "highway corridor" means land within five miles of the right-of-way of the highway.

The third subsection was added in 2000, and seems to make the permits we have issued you and others for snowmachine access off the Dalton Highway a violation of state law. Generally, state law regulating off-highway vehicle use prevails when it is more restrictive than our regulations. We have requested a legal opinion and guidance from our Solicitor's Office.

Meanwhile, we have decided to extend your permit and the others to May 1 to finish the trapping season, provided you pay the rent and are in compliance with the permit.

The rental to extend the permit to May 1 will be the minimum of \$100 in the permit.

We note that you have not submitted your report for the last half of the 2001, and all of the 2002 and 2003 season.

We also note that you do not have the \$1,000 bond required by the permit.

We hope to have a Solicitor's Opinion and guidance before May 1. If the outcome is that we cannot issue permits for snowmachine use off the Dalton Highway, you will have to use non-motorized access in the future. If non-motorized access is not practical or possible, you will need to tear down your cabin at the end of the season.

We offer to extend your permit to May 1, 2004, after you submit the \$100 rental, use reports, and proof of bonding. This offer expires thirty days after you receive this letter.

Please call Boyce Bush at 474-2334 or Martha Woodworth at 474-2323 if you have any questions.

Sincerely,

 *ARI-NFO*
Robert W. Schneider
Northern Field Office Manager

THE
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DOCUMENT(S)
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Public Opinion Message

Please contact your local Legislative Information Office (LIO) to send POMs.
A listing of LIOs can be found at <http://www.legis.state.ak.us/legaff/10101st.htm>

This form must be completely filled out. You may phone, fax, or deliver your POM to any LIO.

From: Please PRINT the information below. This form must be signed by the sender.

<input checked="" type="checkbox"/> Mr. / Ms. / Mx.	First name Harry	M.I. R	Last name Brewer	<input type="checkbox"/> Dr. / III
Group affiliation (if applicable) North Slope Borough				Daytime telephone number 907 852-0350
Mailing address P.O. Box 69 Barrow, Alaska				Zip code 99723
Residence (street) address if different from mailing address				Zip code
Email address harry.brewer@north-slope.org			Signature Harry Brewer	Date 7-24-04

To: Put a in the appropriate box(es).

3:35pm

Committees		House members		Senate members	
<input type="checkbox"/> H or S	Community & Regional Affairs	<input type="checkbox"/> Anderson (ade)	<input type="checkbox"/> Kerttula (ker)	<input type="checkbox"/> Bunde (bun)	<input type="checkbox"/> Crowder (coy)
<input type="checkbox"/>	Finance (fin)	<input type="checkbox"/> Berkowitz (ber)	<input type="checkbox"/> Kohring (koh)	<input checked="" type="checkbox"/>	Davis (dab)
<input type="checkbox"/>	Health, Ed., & Social Services	<input type="checkbox"/> Chenault (che)	<input type="checkbox"/> Kookesh (kos)	<input type="checkbox"/>	Dyson (dys)
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Subject Fill out the boxes below OR enter a Subject.

HB or SB SB	Bill number 298	and check one:	<input type="checkbox"/> Support	<input type="checkbox"/> Oppose	<input type="checkbox"/> Amend	<input type="checkbox"/> OR enter a general Subject (LIO staff may modify).
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Message Your PRINTED message cannot exceed 50 words or contain any vulgar language.

I'm	in	opposition	of	SB	5
298	I	am	a	substance	10
hunter	and	USC	the	North	15
slope	I	am	concerned	of	20
the	competition	that	will	occur	25
if	this	Bill	is	repeated.	30
I	have	trapped	fished	and	35
rented	an	the	North	Slope	40
for	over	40	years	I	45
support	Senator	Lincoln's	comments.	Thank you	50

ALASKA STATE SENATE

Session:
State Capitol
Juneau, Alaska 99801-1182
(907) 465-2327
(907) 465-5241 Fax



Interim:
119 N. Cushman, Suite 201
Fairbanks, Alaska 99701
(907) 456-8161
Senator_Ralph_Seekins@legis.state.ak.us

Senator Ralph Seekins
District D

MEMORANDUM

Date: February 7, 2004

To: Office of Senator Cowdery

From: Senator Ralph Seekins

Re: Request for Hearing of SB 298

Ac for RS

Attached please find Senate Bill 298. A Sponsor Statement will follow shortly.

Senate Bill 298 repeals AS 19.40.210 prohibiting the use of off-road vehicles within five miles of the right-of-way of the Dalton Highway.

I respectfully request a hearing before your committee on this Bill at your earliest convenience. May I suggest, if possible, a hearing date of Thursday February 19th. Thank you.

ADDITIONS TO PACKET FOR

SB 298

Senate Transportation Committee
March 4, 2009

March 1, 2004

To: Senator Georgiana Lincoln

Att: Mark Stapha

907 465-2652

From: Jack Reakoff

Wiseman Alaska 907 678-2007

3-1-04

Jack Reakoff

114 Newhouse

Alaska State Senate

Wiseman, Alaska 99790

Transportation Committee

907 678-2007

Dear Committee members,

I am 46 years old and born in the territory of Alaska. My family moved to Wiseman Village 33 years ago, before the haul rd and pipeline were built. Wiseman is located 265 miles north of Fairbanks. There have been large changes from being a quiet, little visited area, to many thousands of tourist and hunters annually.

I make my living trapping and from the land primarily, supplementing by tour guiding. I have considerable back country experience and intricate knowledge of game in this region. I have been a member of the Kayukuk River advisory committee for 12 years and am vice-chair.

I have just returned from the Fairbank Board of Game meeting, representing our committee. The Board is continually struggling with its mandate of sustained yield harvests for these primarily low density game populations of northern Alaska.

Moose harvest by bowhunters have exceeded sustainability in the past. The Board has addressed this with a drawing hunt in the corridor. There are multiple river boats launched from the road to access adjacent river systems. There are multiple airtaxis and guides hunting northern unit 24. These current access efforts are already using the

(2)

Senate Transportation Committee

Jack Reakoff

Moose resource to sustainability. Moose population densities are generally .1 Moose per square mile in the Brooks Mountains and .3 to .4 in the main Koyukuk valley in Northern unit 24. North slope Moose are currently not adequate to harvest.

Dall Sheep are at all time lows for the past 60 years. They too are being fully utilized by multiple guides outside the corridor. The sheep population just experienced a $\frac{1}{3}$ decline during the hard winter of 02-03, up here.

The current Senate bill SB 298, re-sending the ORV restriction, would throw an extremely efficient access into an already maximized harvest by traditional access means. On this tundra and relatively open terrains ORV's would wander aimlessly looking for these few Moose, making trails all over. The cost to the terrain is not worth the allocation shift to a non-traditional access means from the Dalton Highway.

In conclusion: (1) This additional access is unwarranted, as the resource cannot accommodate it. (2) The re-allocation cost to the terrain is excessive. (3) The impact would egregiously effect the existing users, Dalton Highway Bowhunters, riverboaters, aircraft users, and Guides.

Thank you for your consideration,
Jack Reakoff

NORTH SLOPE BOROUGH

Department of Wildlife Management

P.O. Box 69

Barrow, Alaska 99723

Phone: Central Office: (907) 852-2611 ext. 350

or: (907) 852-0350

Arctic Research Facility: (907) 852-0352

Fax: (907) 852-0351 or
(907) 852-8948

Charles D.N. Brower, Director



Alaskan Senate Transportation Committee

March 1, 2004

RE: Testimony in opposition to SB298

Dear Senators,


Thank you for requesting my written testimony. I have kept my statements brief and supplied the references that Senator Therriault requested. The North Slope Borough Department of Wildlife Management is in opposition to Senate Bill 298 for several reasons; but not limited to those listed below.

- (1) Removing the 5-mile corridor along the James Dalton Highway (hereafter Dalton Hwy.) will increase hunting pressure and harassment to wildlife on the North Slope of Alaska. Increased harvest by sport hunters and sport trappers could result in changes to State Fish and Game regulations that would affect the ability of subsistence hunters to harvest an adequate number of animals to support themselves and their communities. Increases in traffic along the Dalton would likely affect caribou migration patterns because caribou are sensitive to both the speed and quantity of vehicular traffic (Camcron and Whitten 1979; Lawhead et al. 1993). Finally, the Central Arctic Caribou Herd (CAH) has served as a good study herd for oil development impacts on caribou life history parameters (USGS, 2002; NRC, 2003). Increases in hunting pressure on the CAH will change our ability to investigate oil development impacts to caribou.
- (2) Presidents Nixon and later President Carter each signed Executive Orders restricting the use of off road vehicles (ORV) on federal lands because of their negative impacts (EO 11644, 1972; EO 11989, 1977, respectively). Off road vehicles cause damage to vegetation (Payne et al. 1983, Judd et al. 1989), increase erosion (Snyder et al. 1976, Edward and Burns 1986), and increases the number of interactions between humans and wildlife (Harrison 1976, 1980, Singer 1986, Yarmoloy et al. 1988, Blehr 1997). Off road vehicles have been responsible for decreasing species diversity in stream and riparian systems (Edward and Burns 1986, Peterson 1994, Zampella 1994), as well as acting as vectors for invasive plant species (Lacey et al. 1997). Management of degraded trails in sensitive environments is often cost prohibitive (USDA 2002).
- (3) Law enforcement has traditionally been lax along the Dalton Hwy. and adjoining lands. Traditionally there has only been one, if any, active State Trooper at Cold Foot. I disagree with Senator Cowdery's statement on February 24 during public testimony when he stated that removing

the 5-mile corridor will reduce the need for law enforcement in the area. Rather, opening the corridor will require an increased presence by law enforcement because there will likely be an increase in traffic violations along the Dalton Hwy. and increases in hunting violations. Similarly, at a time when the Nation is increasing its vigilance for national security reasons I find it curious that the State of Alaska is considering fostering access to the National Petroleum Reserve without careful evaluation of security issues. The two largest losses of oil in Alaska have resulted from sabotage. First the bombing of the Trans Alaskan Pipeline (TAPS) near Fairbanks in 1978, and the recent shooting of the TAPS. Together, these two instances alone caused the loss of 60% of the total crude oil spilled from the TAPS since it has begun operation (NSB, 2003).

(4) Finally I want to suggest that you talk to the oil industry about removing the 5-mile corridor along the Dalton Hwy. Originally the Dalton Hwy. was built exclusively for industry. Increased traffic along the Dalton Hwy. will be hazardous to the many truckers that provide logistical support for the oil companies. There are few pull-offs along the highway and recreation vehicles will be hazardous to the truckers using the highway. Further, delay's resulting from accidents will reduce oil profits for both industry and the State of Alaska. Truckers are often the first to encounter stranded motorists along the Dalton Hwy. Responding to stranded and injured motorists will ultimately delay the delivery of parts necessary to develop our states resources. In addition, I suspect that industry will need increased security as a result of the State encouraging access to areas under oil development.

Again, thank you for considering my testimony.



Dr. Brian Person

Cc. Charles D.N. Brower, Director, NSB Dept. of Wildlife Management

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Subject: Dalton Highway

Date: Thu, 4 Mar 2004 08:29:42 -0900

From: "Scotty Bennett" <revscotty@mosquitonet.com>

To: <mark_stopha@legis.state.ak.us>

Mr Stopha,

Thank you for your time this morning.

The Dalton Highway is a very unique area that remains undisturbed by the use of ORV's. Because of this, the game populations are readily accessible from the road to Archers who wish to enjoy a wilderness experience without having to charter an aircraft to get into a remote area.


With no gunfire nor the sounds of ATV's and Snomachines, it is not uncommon to be offered multiple stalking opportunities on several species of game during a days hunt. Since Archery is such a close range sport, this area is a one of a kind place where these types of hunts can happen. No other place in Alaska offers the solitude and untracked wilderness that the Dalton offers.

I realise that BLM may attempt to block local people from Livengood, Coldfoot, Wiseman, etc from accessing their traplines or mines, but there has got to be a better way than opening up the area for a general free for all of ORV use.

Please look for another way to keep the Feds off the locals back while maintaining the untracked wilderness that is the Dalton Highway

Attached is a story that will be published in Traditional Bowhunter Magazine. This story is the result of a fellow Archers perspective after I took him up to enjoy the Dalton.

Rev. Scotty Bennett
North Pole, Alaska

 End of North B.doc	Name: End of North B.doc Type: WINWORD File (application/msword) Encoding: base64 Download Status: Not downloaded with message
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Title: The End of North
Author: Jay Campbell
2601 W. Fountain Blvd
Tampa, FL 33609
SS# 065-40-3914
E-mail JRCAMPBEL1@cs.com
Telephone 813-875-2019
Subject: Bowhunting/Travel
Length: 1735 words with photographs

The End of North

The trip to the end of north today is only inconvenient, although some modern travelers still find it harsh. The journey doesn't sift through pilgrims anymore, tempering the strong and culling the weak as early treks beyond the Arctic Circle did. Still, few folks from the "Outside", that peculiar Alaskan term for the rest of America, make their way to the end of the northern road these days. That makes it rich for the outdoorsmen who finally pull the dream of northern Alaska off the shelf and go. The Alaskan tundra, that boggy twelve inches of peat lining the treeless arctic permafrost, marks a mostly unspoiled wilderness.

For the hunting archer, there is a place in northern Alaska where caribou herds, summer, and an archery-only preserve intersect: the Dalton Highway. The Dalton runs north from Fairbanks to Prudhoe Bay, above the Arctic Circle, Tracking the Alaska Pipeline's run of oil from the Arctic Ocean. The road cuts through resident Caribou herds for hundreds of miles, and for five miles to its east and west is reserved for archery hunting. There is nothing else there.

To the north of the Brooks Mountain Range, the Highway and the Pipeline follow the Sag River. Along the Sag, fishing for grayling and small game hunting for ptarmigan fill out the endless arctic summer days. Caribou, black and brown bear and muskox wander, and the dinner plate stays full if the weather will allow. But weather is an angry companion on the Dalton, with violent mood swings.

Bugs are supposed to be the problem in the Alaskan summer. Mosquitoes, no-see-ums, and black flies are all more bite than bug, and homestead every inch of biting space. Alaskans are perversely proud of these pests, and affect the same boastful manner about bugs as Kansans do of their tornadoes, and Floridians their alligators. However, if perversity is to be the measure of their pride, Alaskans should be prouder of their weather.

When the Reverend Scotty Bennett invited me to bowhunt the Dalton in August, he predicted that the climate would run the barometer ragged. He suggested that we would see sun, wind, rain, snow, and ice and that I should dress for the occasions. I heeded his good words, and packed for all extremes of weather, with heavy wool, fleece, and Gore-Tex. Most good advice goes unused, but I wrung every benefit out of that heavy gear, and all in what passes for the Alaskan summer.

They say there are two kinds of people in Alaska: those who wanted to go, and those who had to. Scotty Bennett came north twenty-two years ago, and had to. But today his hands are steady and he works with them as a carpenter and a minister, patching up homes and homeless men. He hammers nails to support a shelter for men who are too troubled to cope, who have come to the end of their road in Alaska. Fairbanks is the end of the line for many such men, and they keep Scotty busy when he is not hammering nails. At the same time, he has raised a fine and large family, and stayed out-of-doors at every chance. He is usually at peace with himself and the land around him, and is remarkably experienced in the bush with the skills and weapons that provide meat for his charges. With his full beard under thick spectacles, he looks to be a prospector more than a minister, and the look suits him best when he guides moose and caribou hunters in the fall. This trip was a busman's holiday just before his busy hunting season.

I flew from Tampa to Fairbanks in early August for our low-budget adventure north. Scotty's old Toyota truck plowed through icy rain from the Fairbanks airport to the Brooks Mountain Range, where hard-driven snow blanketed everything north of the Brooks to Prudhoe Bay. The wipers had to be pulled by hand, we lost visibility, and the Reverend's prayers to a greater power couldn't soften the storm.

Seventy-five miles south of the Arctic Ocean, we set our tents against the blow and hunkered down, moving only to patch leaks and replace tent

stakes. The snow loaded our shelters while the gale cut off words. For most of four days we hibernated, the sky pounding away while we slept defensively. The lines and sides of our four-season shelters luffed and snapped in a forty knot blow, slapping against the wet sheeting snowfall. Temperatures never rose above the thirties. Welcome, Alaska said, to August in the Brooks Range.

At least the bugs were manageable.

The fourth morning the weather blew off, leaving us buried in snow and sporting a flat tire. That day was spent on repairs in Prudhoe bay, but we had it soft. The coast in nearby Barrow, Alaska had been evacuated, in the worst August storm in twenty years. It was not what I expected, but nothing in Alaska is. Alaska gives you just what it wants you to have, which is usually more, and sometimes very much more, than you expected.

The next day I slept until the sides of my blue and yellow tent burned hot and tight under the new sun, and pushed me out into the snowmelt for cool air. The first miserable days Scotty had tended camp in the storm, trying to make hot coffee and food, and lying, as good guides and friends do, about our chances for the weather to clear. Now his goodness was to be rewarded by the sun and three strangers, coming one after the other into our camp bearing gifts. Weather and fortunes turn quickly in the north, and Scotty deserved the blessing more than most. Despite all his years in the bush hunting and guiding archers, he had never taken a caribou with a traditional bow.

While Scotty and I dried and tied up the damage, a pair of young weatherworn bowmen drove into camp with coolers of fresh salmon and caribou steaks, and asked us to celebrate. Billy Lewis had the look of a modern Viking, red-headed and energetic, and his tall hunting partner was Benji Hill, obviously a weightlifter. They left from Montana almost a month before, filled their coolers with good luck just before the storm, and were giving away companionship, conversation, and tailgate cuisine. Benji had already put a caribou on ice. They carried wooden bows and feathered arrows, and knew a traditional refuge when they saw it.

In an hour, we warmed our faces over steaming plates of grilled pink salmon steaks, hand rubbed with ground lemon salt and pepper, stacked over fresh butter-seared caribou loins and mounds of hot fried onions and

potatoes. We sat elbow to elbow, an overturned canoe at our back. The snow-packed Brooks Range wrapped around the horizon to our front, with the Sag river running through it all to our left, and a spur of low rolling hills to our right. The whole of Alaska was our dinner theatre.

We felt grateful for the food and sun, and ate quietly, gazing along the river, the dinner plates first in our sight. Then a wobble on the horizon became a bobbing set of antlers over the tundra. We were still eating, and not interested in a supper guest, but the caribou bull continued his loping walk toward camp.

Except to raise a fork, no one moved until the bull nearly closed the distance. Scotty finally volunteered to go, but refused to change his Carhartt overalls and sneakers. He promised that without proper clothes he would blow the opportunity soon and be back for his portion of fruit pie, and we all understood his priorities. Still, a few minutes after the bull and the Reverend crested a hill along the river out of sight, Scotty rose back up on top, the sun's rays streaming out around him and his arms lifted high, calling out the good news. He had his first caribou with the tools of the ancients. What a show.

Scotty couldn't stop talking when we reached him.

"That little bull wandered around up here like a tumbleweed in a whirlywind," he jabbered, "but he finally parked his head under a willow bush no bigger than his antlers and he laid down with his big hind end sticking out in the open. He was just a teenager, he didn't know no better. Jay, I'm gonna hunt in these Carhartt pants and sneakers all the time. It's Prudhoe Bay camo – I look like a pipeline man!"

He was so excited he had forgotten his pie, which was good, since we had already eaten it.

"Those big hickory shafts will knock the hop out of a rabbit, but they're so dang slow and heavy I had to get close enough to lob one in there." He kicked at the bulky clumps of grass around our feet. "Oh man, these tussocks are hard to stalk on – I was like a drunk trying to walk on a field of basketballs."

He was right about the tundra. It was like a carpet of big green sponges, and hard to get any purchase. A day of slippery walking tore up my ankles, and a few times I fell into the wet holes between the big balls of sod. Scotty kept up the narrative as I watched for bears. I always watched for bears.

"Anyway, I scooted in close and squatted down behind that bush and let one fly. I could see that arrow draw in like a guided missile, spinning into his ribs, then it just disappeared right through him."

The young caribou died almost in place, and there was no tracking to do. We set down the frames, knives, and game bags, posted a guard, and worked as a pack to quarter and haul the meat out before brown bears wined the kill. It was quick work. Every muscle came off the animal before the antlers, which Scotty brought down with the hide in the last load. It was good meat that would take care of his family for months that winter. When the game bags were tied up high we were tired, full, and happy, dreaming of clear days on the Dalton.

Testimony on SB298
By Rob Sylvester
1340 Chena Ridge Rd.
Fairbanks, Alaska

SB 298 concerns opening up the Dalton Hiway corridor to ATVs. If this were to happen it would be detrimental to archery hunting within the corridor and outside the corridor.

1. The resulting traffic would push the game outside the corridor where archers hunt on foot.
2. On the south side of Atigun Pass the harvest of moose has been high enough for ADF & G to install a drawing permit system. Additional access would only increase the harvest in the general area.
3. Increased access would increase hunting pressure from all groups and will lead to decreased hunting seasons
4. Appropriate examples of the effects of ATV's on hunting occur along the Denali Hi-way and the Steese Hi-ways. Along the Denali Hiway during personal flights over the area show little to no game within the extent that ATV's travel and once you go beyond this area game becomes much more abundant. The ATV's push the game out of the area. Resulting in hunters not using ATV's any realistic access to game.
Along the Steese Hi-way the same thing occurs in the fall and winter caribou seasons. The end result are very short seasons, 2 days in the winter season as quotas are reached and non-ATV users have no realistic access to caribou and/or can not compete either safely or effectively.
5. With this said there is a role for snowmachines in the corridor on the south side of Atigun and accessing areas outside the corridor for trapping purposes only. Some form of limited access out of the corridor on the north side of Atigun for snowmachines as well could probably be accommodated without creating significant biological and social impacts to hunting. A mechanism should be in place to provide limited numbers of access in specific areas during specific time periods would be very useful. Examples would be a limited registration for specific time slots and areas for the November to April time frame for areas north of Atigun Pass.
6. Unfettered access in either the south or north side will create highly unacceptable problems associated with hunting and trapping.
7. Unfettered summer access anywhere will create significant environmental scaring which has been shown to heal at extremely slow rates within the areas of concern.
8. As it stands now summer access is appropriate on the north and south side for hunting situations and biologically the populations are barely able to sustain the current harvest of all ungulate and bear species in the south. On the north side the ungulate and bear populations are at a level to support access at its current levels without endangering the overall populations as well.

Rob Sylvester
Master Bowhunting Instructor

March 2, 2004

TO: Senator Georgiana Lincoln
Capitol Building
Juneau, AK. 99801

FAX: 907-456-2652

FROM: Mrs. June Reakoff
Wiseman Vlg.
4 Kahlabuk Ln.
Wiseman, AK. 99790

Phone and FAX: 907-678-9001

Dear Senator Lincoln:

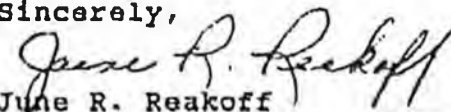
The following letter to Senator Seekins is in regard to his current Senate Bill S.B. 298, allowing the use of ORV access from the Dalton Highway into pristine Arctic lands which heretofore have been accessed by humans usually with minimal surface damage.

This is a concern to me that such severe degradation to this priceless land and various animal species will be decimated to the point that very soon this once spectacle of beauty and grandeur will be reduced to a gaunt wasteland.

The purpose of my letter to him was with intention of trying to persuade him to withdraw his course of action, to be accountable for posterities sake, and for the benefit of a few not to jeopardize or compromise this enormous endowment of trust.

If you can further speak on behalf of this worthy cause, it would be greatly appreciated. Many thanks!

Sincerely,


June R. Reakoff