











**SB**

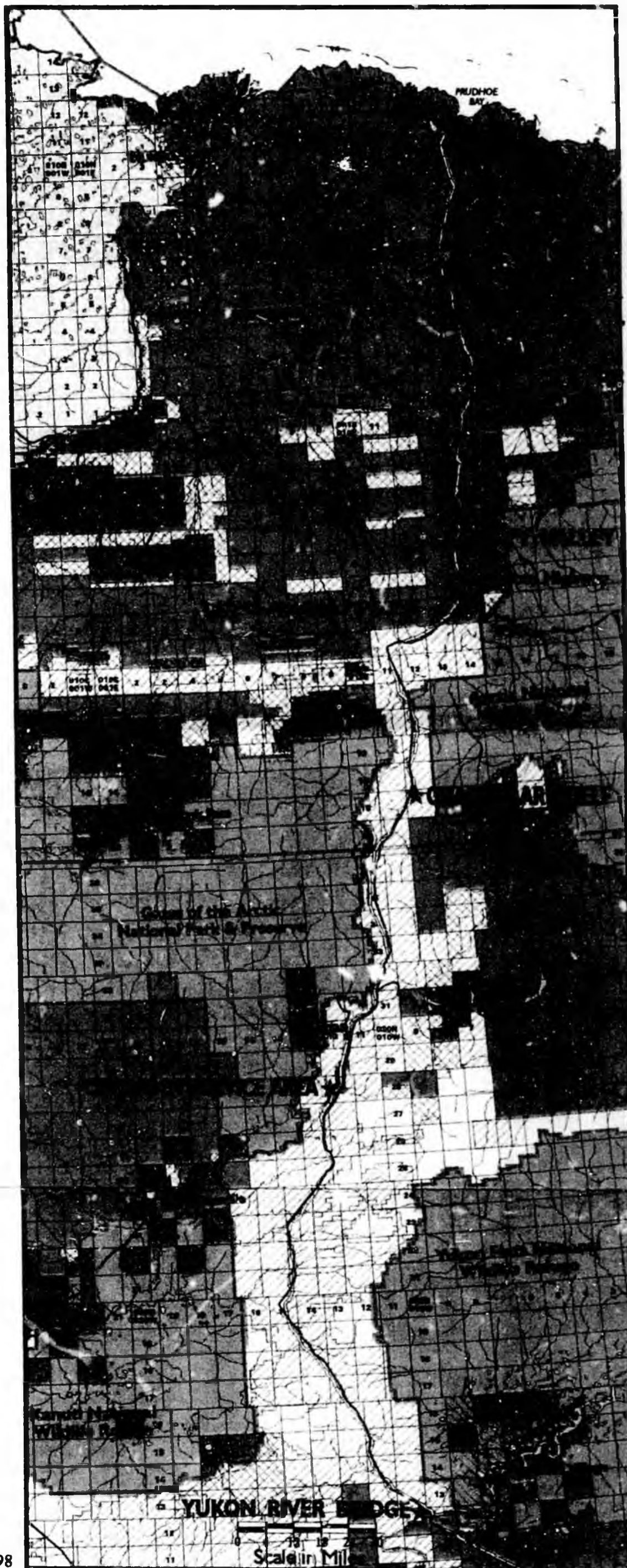
**85/170**

**(FILE 2)**

# DALTON HIGHWAY CORRIDOR MAP

## DALTON HIGHWAY CORRIDOR LAND OWNERSHIP

-  Bureau of Land Management  
Public Lands
-  Federal Lands - National Parks,  
Preserves, Refuges
-  National Petroleum Preserve  
- Alaska (NPRA)
-  State Patented or  
Tentatively Approved Land
-  State Selected
-  ANCSA Patented or  
Interim Conveyed
-  ANCSA Selected
-  Development Nodes
-  Major Roads
-  Trans-Alaska Pipeline



March, 1998

This map produced by the Department of Natural Resources, Division of Land, Technical & Data Management Section, Anchorage, AK

#3

Talking Points SB85 10-12-05 CF  
I am apposed to SB85.

- The current statute is prima facie evidence as to the planning and promises by the legislature and Governor Hammond to manage this area North of the Yukon differently. ~~that they plan~~ when the Haul Road was to be built. It was correctly recognized that these are low density game populations and a wilderness area.
- There are currently many user groups including Bow hunters, ~~from~~ <sup>from</sup> the Road, Walk in hunters, Dog teams, Horses, All types of water craft, and aircraft accesses. These users are all ready using these resources at or near Sustained Yield. These groups comprise several thousand people.
- A new type <sup>ATV</sup> user group at the magnitude <sup>(several thousand)</sup> of participation ~~is~~ would surely take the major portion of allocation. This is exemplory in other areas of similar terrain. The ATV user group would of course permanently change the Wilderness aspect of this area.
- ~~Thousands~~ <sup>Hundreds</sup> of other Americans & Alaskans I have talked to regarding ATV use have voiced opposition to change in Management on these lands.

of a household completing their harvest goals was on July 17 and the latest occurred on July 31.

- Other areas in Alaska and in the Continental United States have had huge impacts by the expanding use of ground contact ATVs. Mitigations are very expensive.  
who is to pay those costs?

- The primary weaknesses of this Bill SB 85 are:

- (1) The failure to recognize why the statute was originally implemented.
- (2) The assumption there is considerable unused recourse and thousands of additional ATV users can be accommodated.
- (3) The main flaw is; there is zero dollars provided for planning and implementation. There would have to be hundreds of thousands of dollars provided by the State for planning alone. Game surveys and population monitoring are very expensive. There would be need for equitable or more for the enforcement of regulations. The Federal agencies are going through budget reductions due to National debt & disasters. Without funding SB 85's safe guards of planning; ~~is~~ <sup>is</sup> a bucket with out a bottom and do not hold water. ~~bucket~~

United States Department of the Interior  
**FISH AND WILDLIFE SERVICE**

Fairbanks Fish and Wildlife Field Office

101 12<sup>th</sup> Ave., Room 222, Box 19

Fairbanks, AK 99701

Phone: (907) 455-1845

Fax: (907) 455-1843

-OR-

Emmonak Field Station

PO Box 125

Emmonak, AK 99581

Phone: (907) 949-1798

Fax: (907) 949-1842

Date:

10/7/05

To: Ray Oney, Lester Wilde Sr., Benedict Jones, Robert Walker, Mickey Stickman,  
Gerald Nicholia, Virgil Umphenour, Harry Wilde Sr., Ron Sam, Craig Fleener, Jack  
Reakoff, Andy Bassich

From:

Katie Mohrman - USFWS

Number of Pages to Follow:

7

Subject:

Yukon River Subsistence Interviews Overview

Comments:

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~~TERRA #1~~  
TARA #1

COLDFOOT  
- SB 85

Hutchison 2

one year later Alaskan Legislature is in the same position as they were in 2003. The bill has been re-proposed as Senate Bill 85, but with one minor change. If legislators decide to pass the bill they will have twelve months from the day the bill is adopted to figure out how to fund and protect the land and animals from poachers and disrespectful persons. Senate Bill 85 should not be adopted because it would be expensive to the state, the renewable resources of the tundra will be severely damaged (that comes along with risking loss of a multi-million dollar research center located within the corridor), caribou herds that residents of the area rely on for subsistence could be placed in jeopardy, and enforcing the land management would be a superhuman effort even if multiple troopers were to work around the clock. If Senate Bill 85 were to pass into law, the effects could be seen via Alaska's budget, loss of scientific research, and the many lifestyle changes that would have to be made in rural communities along the corridor.

Senator Seekins wants the Senate and Alaskans to believe that the addition of this bill will not cost the state any money. This is just not the case. An article written by Senator Seekins states what he believes to be true is "Right now, there are turnouts, campgrounds, restrooms and visitor centers in place on the Dalton Highway that are intended to accommodate increased public interest" (Seekins). The highway turnoffs that he would like to use for vehicles carrying trailers with ORVs or camping already serve an important utilitarian purpose. They are meant as safety pullovers for the thousands of semi-truck drivers hauling freight as they race up and down the so cleverly nicknamed "Haul Road" every month. This would need to be reckoned with, and undoubtedly there would be many new pull-offs and break stops created along the highway. To Isla Myers-Smith, an Alaskan Resident, a biologist investigating disturbance in the boreal forest and

at Toolik is 36,000,000 (total), averaging 8,600,000 annually" (IAB). The research that is conducted in Toolik is a privilege for both the state and the field station. It is something that should be supported and protected, not thought of as a burden that is only taking up land for recreation.

3

According to the Senate Bill 85 Sponsor Statement, written by Senator Ralph Seekins, "dropping the ban would allow state agencies to continue doing valuable research work without being placed in the awkward position of violating state law" (Alaska State Senate). It would not be a matter of the Field Station violating state law. The thing that Toolik Field Station and locals worry about is the carelessness of irresponsible recreational users that would increase the deterioration of the sensitive tundra. The well being of the land should also worry the State. Legislature should keep in mind that residents and researchers alike provide educational information so that they may make the right decision and help protect the land for future scientific research and anyone that may someday want to lead an alternative subsistent lifestyle.

4

As of now, enforcement of new policies and guidelines that will need to be created to ensure public safety would have to be patrolled by Officer Kurt Bedingfield, the only state trooper currently stationed in Coldfoot. His jurisdiction reigns from the Yukon River to Atgun Pass. Ensuring the well-being of large quantities of recreational users would not be a task to bestow upon one trooper. If more state troopers were to be stationed north of the Yukon River, it would be adding to the rising costs of passing this bill.

2

For a lot of people, the passing of this bill will hit close to home. The land that residents of villages near the corridor value and depend upon for an alternative subsistent

to the reasoning for slowing the bill for additional hearings, including a fellow Senator. "Juneau's Senator Kim Elton asked why, if Senate Resources genuinely intended to receive public input, they didn't move the bill out of committee" (Alaska Conservation Voters). The hold on any real work being done on this bill over the summer relieves the residents and persons against the bill for the time being, but advocates against the bill will try to increase awareness of the potential of losing an essentially untouched beautiful piece of land.

5 In the end, the passing of Senate Bill 85 or any future altered version will have negative impacts across the state of Alaska. From the research gathered it is apparent that the effects that will be caused by the Bill will be more detrimental to the rural villages and scientific communities alone than any Senator should administer upon the state of Alaska.

NOIA FOOT  
SB 85

Points of opposition:

1. First, this fragile arctic ecosystem and the current populations that it supports will not hold up under the impact of increased use of off road vehicles.
2. There is lack of law enforcement to monitor & regulate the potential increased users.
3. Also creating safety issues for these new potential users, and as a result an increased financial burden on the state in dealing with these issues.
4. There is potential for increased security risks associated with fragile climate developments in the area, including both Toolik Lake research, and Alyeska pipeline operations through out the corridor.
5. Majority of current & potential area users do not want to see this legislation passed.
6. This areas current regulations & allowances support an enormous variety of user groups: hunters, trappers, fishermen, gold miners, oil development & infrastructure, sightseers, backpackers, campers, researchers, and ancient cultures of the land.
7. You cannot please all the people all the time, but current regulations are accommodating the majority of people classified as users & potential users of the area. Rules & regulations are based on these majority needs, & management restrictions in place are there to protect these rights & uses of ail concerned.
8. I spoke with thousands of visitors this summer who visited the Dalton highway, and this arctic ecosystem. They came here from Alaska, the US, and around the world to see this place as it is, they were appalled at the thought that there would even be considered a bill to pass legislation that would allow off road vehicle use of this corridor in the fragile arctic. Even strangers to our country are wise enough to realize the potential impacts that off road vehicle use will have on this land & populations. I spoke with no one out of thousands who would support this legislative option, the potential impacts are obvious to all to far outweigh the need for a few individuals the right to scourge one of the last remaining accessible intact arctic ecosystems in the world.
9. In light of such sound opposition, be wise & drop your campaign for arctic destruction, this place is much more valuable left as it is.

Heidi Schoppehorst  
Scott Schoppehorst  
Wiseman Village