

ALASKA LEGISLATURE COMMITTEES, 2005-2006 86/2

11989 SENATE RESOURCES

Testimony on SB 85

G. Ray Bane

Thank you for the opportunity to testify on the proposed legislation, SB 85. I believe that this bill has the potential to cause significant, widespread environmental damage both to the Alaska Pipeline Corridor and to adjacent lands.

I lived, worked and traveled extensively in the vicinity of the pipeline corridor for approximately eighteen years. My work included cultural research and environmental planning for proposed new parklands. I frequently dealt with access related issues, including the use of all-terrain vehicles. In 2000, I carried out a study into ATV access issues affecting conservation lands in Alaska. This work involved an extensive review of research into ATV environmental impacts. The report, Shredded Wildlands, was published in 2001. If the Committee desires, copies can be made available for review.

The overwhelming consensus of research into the environmental impacts of all-terrain vehicle access is that such use tends to cause significant environmental damage. The Alaska Department of Fish and Game, federal agencies and independent environmental scientists concur these findings. Impacts include the loss of soil and vegetation cover, degraded habitat, reduced water quality and increased stress on wildlife populations. Permafrost lands, such as those occurring along the pipeline corridor, are particularly prone to severe damage from ATV passage. Without sufficient ground frost and adequate snow cover, the fragile vegetation mat is crushed and abraded by tires and

tracks exposing the ice rich soil to erosion and subsidence. Entire hillsides can be destabilized setting off a chain reaction of environmental impacts. Once damaged, recovery can take scores of years, if not centuries.

In 1990, a report by the Alaska Department of Fish and Game describes a cycle of initial ATV incursions drawing more use resulting in the ongoing pioneering of new trails. Ultimately, a maize of interconnecting ATV trails is created. Such trails tend to rapidly deteriorate becoming more troughs than trails. Successive users are forced to skirt damaged areas further expanding and exacerbating the impact. I have seen entire small tributary streams diverted by ATV trails and severe erosion along sloping terrain.

It is virtually impossible to effectively monitor and control ATV access in remote areas. An overflight of the lower Kenai Peninsula, lands adjacent to the Denali Highway and sections of the Richardson Highway provides graphic examples of this process at work. As a general rule, the further north one travels the more fragile the land becomes. The damage caused by ATV use in the more southern regions of the state will be greatly amplified north of the Yukon River. This will include extensive surface scarring, widespread erosion, altered drainage patterns, changes in vegetation make up, degraded habitat and displacement of wildlife.

Many have cited the Trans Alaska Pipeline corridor as an example of responsible environmental stewardship. The State and federal governments have cooperated to minimize environmental damage and protect the safety of the pipeline. Increasing public

use of the Dalton Highway has focused attention on the relatively intact natural setting beyond the immediate structure of the pipeline itself. In effect, the pipeline corridor has become Alaska's billboard for responsible resource development. If this bill becomes law, it is quite likely that image will be lost.

Mary Jackson

From: Sen. Tom Wagoner
Sent: Tuesday, April 05, 2005 12:40 PM
To: Mary Jackson
Subject: FW: SB 85

-----Original Message-----

From: Jack Curtiss [mailto:jlbnrc@gci.net]
Sent: Tuesday, April 05, 2005 10:06 AM
To: Sen. Tom Wagoner
Subject:

Hi, I write, as an Alaskan concerned with the potential impact on the environment and the people of the area of the Dalton Highway, in opposition to SB85. I know people in Bettles who strongly oppose increased motorized access to the region. They depend on the region's natural resources for their existence. Allowing off-roaders to access that area would destroy their way of life and cause major damage to the areas pristine character. Everywhere you drive in this state now the countryside along the highway corridors is damaged by off-road use. Let's save at least this one area from that fate.

Jack Curtiss
3127 Wesleyan Dr.
Anchorage, AK 99508
jlbnrc@gci.net

Mary Jackson

From: Sen. Tom Wagoner
Sent: Thursday, April 07, 2005 8:50 AM
To: Mary Jackson
Subject: FW: Dalton Access, Predator control

-----Original Message-----

From: Jim Sackett [mailto:im_sackett@hotmail.com]
Sent: Wednesday, April 06, 2005 5:39 PM
To: Rep. Beth Kerttula; Rep. Carl Gatto; Rep. David Guttenberg; Rep. Eric Croft; Rep. Ethan Berkowitz; Rep. Fanny Crawford; Rep. Jim Holm; Rep. John Coghill; Rep. John Harris; Rep. Les Gara; Rep. Mary Kapsner; Rep. Max Gruenberg; Rep. Mike Chenault; Rep. Mike Hawker; Rep. Nancy Dahlstrom; Rep. Reggie Joule; Rep. Richard Foster; Rep. Sharon Cissna; Rep. Tom Anderson; frank_murkowski@gov.state.ak.us; Sen. Ralph Seekins; Sen. Ben Stevens; Sen. Bert Stedman; Sen. Bettye Davis; Sen. Con Bunde; Sen. Donny Olson; Sen. Fred Dyson; Sen. Gary Stevens; Sen. Gretchen Guess; Sen. Hollis French; Sen. John Cowdery; Sen. Johnny Ellis; Sen. Kim Elton; Sen. Lyda Green; Sen. Lyman Hoffman; Sen. Tom Wagoner; Sen. Gene Therriault; Sen. Gary Wilken
Subject: Dalton Access Predator control

Esteemed Representatives,

I appreciate all the hard work you are doing for us in Juneau.

I hope you will all vote for opening up access within the 5 mile corridor to ATV and other motor vehicle access and hunting on the Dalton Highway. This will reduce the congestion on the existing road hunting areas and give Alaskans access to more of Alaska. There is so much of Alaska that isn't accessible to those of us who cannot afford a plane or boat. Please support this measure and cast a vote for Alaskans.

Good work on your existing predator control programs. I hope you continue with these good works as it is the right thing to do. Glad to see your not swayed by small special interest groups that are funded by outside dollars and radical "anti-hunting" groups, which are in essence, anti-Alaskan.

Jim Sackett
Fairbanks Resident

Mary Jackson

From: Sen. Tom Wagoner
Sent: Thursday, April 07, 2005 3:19 PM
To: Mary Jackson
Subject: FW: SB 85 Testimony

-----Original Message-----

From: Kai Ottesen [mailto:kottesen@gmail.com]
Sent: Thursday, April 07, 2005 2:09 PM
To: Mary Jackson; Sen. Tom Wagoner; britt@akvoice.org
Subject: SB 85 Testimony

Dear Senators Jackson and Wagoner,

Please include my testimony included below regarding SB 85 in the Senate Resources official testimony for the bill.

Thank you for your time,
-Kai Ottesen
Juneau, Alaska

I am writing to express my opposition to SB 85 and to show support for those Alaskans who wish to maintain restrictions on ATV use in the area surrounding the Dalton highway. The widespread use of ATVs will disrupt caribou and other wildlife, and cause long-term damage to the sensitive vegetation on which they feed. Disrupt the vegetation under foot and you disrupt everything above it as well.

I am reminded of the goose-tongue flats out at Eagle River here in Juneau where the furrows in the soil left by truck tires persist to this day. That was just one truck intermittently supplying a camp decades ago; and the goose-tongue has had seven months out of every year since to recuperate from that impact. The vegetation of the tundra has nowhere near that luxury of time or warmth in which to recover.

ATVs cannot help but disrupt wildlife and non-motorized hunters alike.

The speed and noise of these vehicles overwhelms an entire segment of users whose methods of travel and interaction with the land require a slower pace and an awareness of the sounds and movements around them.

Unrestricted ATV access also means increased pressure on game from both licensed and unlicensed hunters, threatening the game supply for those who already rely on the animals there for food. Simply because a proposal is politically or economically expedient does not mean the land can sustain it.

Permitting ATV use will also disrupt ongoing research projects conducted through UAF, increase the potential for forest fires in an already sensitive area, and facilitate greater ease of access to the pipeline, potentially creating a security risk and abandoning entirely the integrity of the buffer zone, meant to protect human and animal communities, as well as the pipeline. SB 85 disregards all the current patrons of the area in the interest of expanding the user base without regard to its impact on a landscape incapable of sustaining unrestricted motorized use.

For all the reasons stated above, I urge you not to pass this bill.

Kai Ottesen
Juneau
Lifelong Alaska Resident

Mary Jackson

From: Kai Ottesen [kottesen@gmail.com]
Sent: Thursday, April 07, 2005 2:09 PM
To: Mary Jackson; Sen. Tom Wagoner; britt@akvoice.org
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For all the reasons stated above, I urge you not to pass this bill.

Kai Ottesen
Juneau
Lifelong Alaska Resident

Mary Jackson

From: Barks [barks@acsalaska.net]
Sent: Friday, April 08, 2005 3:43 AM
To: Mary Jackson
Subject: SB 85 A copy has been sent to Sen. Wagoner .

Dear Senator Wagoner ,

Please read before you pass SB 85 out of committee .

My name is Ora Whittle , I have lived in fairbanks , since 1952 , I would like to state my opposition to SB 85 becoming law , I cannot see any good reason to change the dalton highway corridor from the use provided under present law . I see no real need to open up the country by allowing the use of all terrain vehicles across the highway corridor , more than is allow under present law .

I do not have at my finger tips a lot of scientific information to throw out , but from what I have seen while in the arctic and what I have read as far as reports are concerned , the area of alaska , north of the yukon river , for the most part is environmentally a fragile place , that will not support a lot of hunting pressure . This is the las frontier of the united states , and our state , we should use it very cautiously , not many last chances left .

I had always thought , since oil development in the north began in the middle 60s , that the legislators as a whole had always implied that they would guard , and be very cautious as to the development of this area , I always took what I heard as a promise that the interest of the people in that area would be looked after . [Sen . Seekins has almost convinced me , it was just a dream th : I had] but there seems to be others that also must have had that same Dream too .

Sen . Seekins imp'ies that the alaska constitution demands that the area should be opened up to hunting , using any kind , of all terrain vehicles [According to the bill as I have lead it] , there is no restrictions as to what type of vehicles , A M1 tank on down could be used .

Maybe Sen . Seekins is wrong about it being in the best interest of all alaskans to open the corridor up to all vehicle , all terrain traffic , increasing the hunting pressure on the moose and caribou [and other animal] population of the area . Maybe it is only in the best interest of a small part of Alaska's population [not to mention the destruction that these vehicles may do to the landscape .

If left as it presently is , future alaskans , that are far out in the future from us might be very grateful that we never used up every piece of alaska that we could get our hands on .

There is no real need as I see it to open this area up to more hunting pressure than is presently allowed by law . why should it be changed , just so that some could go up there on their multi thousand dollar toys and run the caribou , and moose down with the vehicles , so they can just say they killed a moose or caribou north of the yukon river ? [They can already do that by walking or flying in , if they so desire . There is already a hugh area of alaska south of the yukon river that is seasonably open for hunting , and fishing , that area should be large enough to accommodate us for quite some time . I don't believe we need to open the area north of the yukon along the dalton highway too a larger hunting pressure , by allowing access by powered vehicles from the corridor at this time , considering what it might cost the future generations . I do not believe we need the extra area at this time .

According to what I have read , ask hunters of California , Colorado or some other western states , not even to mention eastern states , how limited the hunting area has become in those states , some old time hunters of those states don't even think it is worth buying a hunting license any more , they claim there is no place to hunt . Please save a little of alaska for the future .

Last but not least , who is going to police all those hunters , and where is the money coming from to pay for it ? I would think if there is some extra money laying around , that it could be better spent on improving hunting and fishing south of the yukon so more of the people could take advantage of the improvements

The very last though is , there should never be a law passed , short of a national , or state emergency , without knowing the cost of it . There is many other reasons that this area should be left as it presently is , but it would be a very long and boring email .

Ora Whittle
barks@acsalaska.net
907-488-2767
P.O. Box 10260
fairbanks , Alaska 9971

Mary Jackson

From: Sen. Tom Wagoner
Sent: Friday, April 08, 2005 8:38 AM
To: Mary Jackson
Subject: FW: SB 85

From: Nina Faust [mailto:fausbail@xyz.net]
Sent: Friday, April 08, 2005 8:25 AM
To: Sen. Tom Wagoner
Subject: SB 85

Dear Senator Waggoner

I urge you to oppose SB 85, which would allow ORV/ATVs in the 5-mile corridor of the Dalton Highway. Allowing ORV/ATVs unimpeded access to these fragile lands along this corridor is unwise.

As a long time Alaskan, I have had the privilege of driving the Dalton Highway all the way to Prudhoe Bay. The highway transects incredibly beautiful and fragile wilderness. The fragile tundra areas, whether up in the high mountain passes or out on the coastal plain, are particularly susceptible to damage from off road vehicles. I know that a single ORV track can create deep scars and permanently alter vegetation and drainage patterns. Scientists at the Arctic Research facility along the Dalton Highway are studying the effects of rising temperatures in the arctic and the consequent melting of permafrost. The softening of these once frozen grounds increases their vulnerability to damage.

In addition to long-lasting, detrimental effects on tundra habitat, allowing ORV/ATV access by an unregulated number of urban hunters would be detrimental to rural subsistence hunters and their way of life. The hunting pressure could severely deplete game populations. If my memory serves me correctly, locals were promised that their subsistence resources and way of life would be protected from just the kind of urban invasion this bill will invite. How can one Trooper possibly cover this entire region? Without money for additional regulations and enforcement, there would be no oversight of this unregulated access, and local residents will be the ones who suffer.

I have grave concerns that unrestricted ORV access would result in increased vandalism and human-caused fires that may endanger the Trans-Alaska pipeline. Alaska has already had one incident of pipeline vandalism where someone shot a hole in it, causing a significant oil spill. It is unwise to allow this sort of a security risk along the corridor. In fact, I wonder if the Homeland Security Act would recommend against this unwise move to open this area.

I believe this bill is an extremely bad idea, is contrary to promises made to protect the rural, subsistence way of life for those living in the immediate area, is a security risk, and will cause significant damage to a very fragile ecosystem. Please vote against this bill. I would appreciate it if you would make this letter part of the permanent record for the bill.

Thank you.

4/8/2005

Sincerely,

Nina Faust
P.O. Box 2994
Homer, AK 99603
907-235-6262

4/8/2005

Mary Jackson

From: Sen. Tom Wagoner
Sent: Friday, April 08, 2005 8:38 AM
To: Mary Jackson
Subject: FW: SB 85

-----Original Message-----

From: Barks [mailto:barks@acsalaska.net]
Sent: Friday, April 08, 2005 3:40 AM
To: Sen. Tom Wagoner
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Ora Whittle
barks@acsalaska.net
907-488-2767
P.O. Box 10260
fairbanks , Alaska 9971

Mary Jackson

From: Sen. Tom Wagoner
Sent: Friday, April 08, 2005 8:38 AM
To: Mary Jackson
Subject: FW: SB 85

-----Original Message-----

From: Jim Allen [mailto:jim.allen@acsalaska.net]
Sent: Thursday, April 07, 2005 9:35 PM
To: Sen. Tom Wagoner
Subject: SB 85

Dear Senator Tom Wagoner-

I wish to comment on SB 85, and I request my comments be included in the official record of the bill, so that any Senator can see them

SB 85 would open the Dalton Highway corridor to ATV access. After seeing the disaster created in the White Mountain Recreation Area by ATVs. I do not want yet another area of my state wrecked in a similar way. It is even worse to contemplate the damage to permafrost tundra in contrast to the rock areas in the White Mountains.

Doing this will irreparably harm the tundra, leaving tracks and changing drainages for decades. It will also create an eyesore for all of us who use the Dalton to fish, hunt, and hike, with real negative impact on tourism - this is currently unspoiled wild land that people come from all over the world to see, and won't anymore.

This bill also breaks promises made to residents of the North Slope Borough in the 1970s, that said that, though the Dalton was being built, it would not be used as a launching pad for ATV use. Our government should keep its promises.

Thank you for considering my comment.

Jim Allen
1780 Festival Drive
Fairbanks, AK 99709

479-3341

Mary Jackson

From: Sen. Tom Wagoner
Sent: Friday, April 08, 2005 8:52 AM
To: Mary Jackson
Subject: FW: SB 85

From: julie klaker [mailto:julieklaker@yahoo.com]
Sent: Thursday, April 07, 2005 5:02 PM
To: Sen. Tom Wagoner
Subject: SB 85

Senator,

I would like to voice my opposition to SB 85.

I oppose this bill primarily because of the damage that ATV use will do to the tundra in this fragile ecosystem. You can not deny that ATV use on tundra causes irreparable damage that can be seen for decades even after the use has stopped. I fear that ATV use off the Dalton will be out of control due to the state's inability to enforce any well intentioned rules placed to regulate use.

Tracking of the tundra will cause water to run were it never has before leading to erosion. These muck pits are horrid and scar the tundra permanently.

I also think it disrespectful of the current state senate to consider going against the promise that was made in the 70's that this land would never be open to off road vehicles when the Dalton was built. It is too typical of our government to break these promises when they no longer suit the political agenda.

Please don't keep turning Alaska into the lower 48 by opening every bit of wilderness to motorized use and abuse.

Thank you,

Julie Klaker

Do you Yahoo!?
Yahoo! Small Business - Try our new resources site!

Mary Jackson

From: dogmushing@mosquionet.com
Sent: Friday, April 08, 2005 11:05 AM
To: senator tom wagoner@legi.state.ak.us
Subject: SB 85

I am opposed to opening up the Dalton Highway corridor to ATV use for the following reasons:

Irreparable harm to the fragile tundra and wildlife migration.

Increased cost of law enforcement.

Easier access to the pipeline in these days of increased security.

Break the promise in the 70's made to residents there that ATV's would not be allowed.

We all know what damage motorized cause to wildlife and the land. Let's not trash this state.

Sincerely,

Kathryn Lenniger

PO Box 83601

1291 Ivory Rd.

Fairbanks, Ak.99708

907 479-5090

4/8/2005

Mary Jackson

From: Sen. Tom Wagoner
Sent: Tuesday, March 29, 2005 11:45 AM
To: Mary Jackson
Subject: FW: SB 85

-----Original Message-----

From: Barks [mailto:barks@acsalaska.net]
Sent: Thursday, March 24, 2005 5:08 PM
To: Sen. Tom Wagoner
Subject: SB 85

Dear Ralph ,

In reference to your SB 85 , about opening up the corridor along the dalton highway [five miles on each of side the road]

You should remember all the promises that the alaska legislature made to the people of alaska , and especially the natives villages along the way and all others along the way that were opposed to building the haul road , and were for protecting the area to some degree from the encroachment of all terrain vehicles , and over hunting and preserving the area for the people along the way .

A promise and a deal was made by the alaska legislature that was passed into law , that said that a five mile wide swap along each side of the dalton highway would be protected from hunting , and all terrain traffic so that building the haul road would not affect the natural state of the area . That was the promise . How long is a promise suppose to be for ? Or how short a time span in which a promise is broken , before it becomes a total lie ?

Now that that you want to change all of those promises and law , what does that make the legislative body that originally made the promise that the things that you would like see happen , would never happen ?

I realize that to some degree that like the old bob dylan song that times are a changing , but times are changing toward the opposite of your bill , in that the five mile corridor being more important to preserve today than when the promise was first made to the people .

If we could back in time , and today was the time just before the haul road was to be constructed , and the state of alaska needed the permits and the support of those opposed to it's construction , what promises would the state make to them , would the state lie to them ?

Alaska has been trying for years to get the anwar area of the north slope opened up for oil drilling [in which I am not opposed to , as long as promises , and law are not broken .] Now how are you going to explain to those that are opposed to opening anwar , that when alaska makes a deal and a promise , it is just a temporary thing , that alaska makes promises to it't people and others in the usa , and around the world that it does not intend to keep ?

This has a similarity to the longevity bonus that the republicans lined up behind gov. murkowski to do away with , the longevity bonus I realize was not law , but was a promise from the legislature , to the old people of alaska .From where the money came should never have been an issue . alaska made a promise to the elderly people of the state that they would receive that amount and portion of the oil resources money , regardless of how many other places that the state could spend the money .

All these things were a solemn promise .

Ora L . Whittle
barks@acsalaska.net
907-488-2767
P.O. Box 10260
fairbanks , Alaska 99710

Mary Jackson

From: Sen. Tom Wagoner
Sent: Tuesday, March 29, 2005 10:36 AM
To: Mary Jackson
Subject: FW: Dalton Corridor ATV use

SB 85

-----Original Message-----

From: Sarah Hobbie [mailto:shobbie@umn.edu]
Sent: Monday, March 28, 2005 11:02 AM
To: Sen. Tom Wagoner
Subject: Dalton Corridor ATV use

Dear Senator,

I am an Associate Professor at the University of Minnesota and have conducted research at the Toolik Field Station in the past. I also currently advise a graduate student who is conducting research there.

I was dismayed to learn about a bill pending in the Alaska State Senate that would repeal restrictions on the use of ATVs and off-road vehicles within a 5-mile corridor surrounding the Dalton Highway.

Having traveled in the Anaktuvuk Pass region, I have witnessed just how destructive ATV travel can be in sensitive tundra regions. These vehicles rip up the tundra vegetation and cause extensive melting of permafrost, essentially resulting in muddy, unvegetated scars on the landscape that will not recover. Areas where vehicles passed even a single time in the 1970s are still visible today as having distinct plant cover from the surrounding tundra.

ATV use in the region of Toolik Field Station would be devastating to the research that goes on there, potentially compromising ongoing studies as well as destroying the potential for future studies. This research station is the premier arctic scientific research station in the US. Thus, the scientists who work there make a substantial scientific contribution to the understanding of arctic systems worldwide. They also make a substantial financial contribution to the state, directly through the user fees that are paid by research grants and by the National Science Foundation to the University of Alaska, and indirectly, by supporting the economy of Fairbanks and the North Slope (through air travel, vehicle rental, hotel accommodations, etc.). If scientists working at the Toolik Field Station knew that their research would potentially be compromised by ATV travel, they would likely take those research dollars elsewhere. Although safeguards that protect particular regions from ATV travel might be legislated, they will be nearly impossible to enforce. I have witnessed how thinly BLM officers are stretched already on the North Slope, in the form of illegal hunting along the Dalton Highway.

ATV use along the entire Dalton Highway would be devastating for the region, causing irreparable harm to this fragile landscape.

I urge you to vote against opening up the Dalton Highway corridor to ATV and off-road vehicle use.

Please include this email in the official committee record on this bill.

Sincerely,

Sarah Hobbie, Associate Professor

--

On Sabbatical, Sept 04 - May 05

Sarah E. Hobbie, Associate Professor
Dept. of Ecology, Evolution, and Behavior University of Minnesota
1987 Upper Buford Circle
St. Paul MN 55108
ph: 612-625-6269
FAX: 612-624-6777
<http://www.cbs.umn.edu/labs/shobbie/>

To: Senate Resource Committee
Attn: Mary Jackson

From: Jack Reakoff
114 Newhouse
Wiseman, Ark. 99790
FAX# Phone 907-678-2007

Sorry these are late. I
was gathering information.

Jack Reakoff

4-8-05

Comments on SB 85
Jack ReakoffWiseman Mt
99790
678-2007

Dear Honored Senators,

I am 47 years old and have been raised in the Brooks Range since the early 60's, lived in Wiseman since 1981. Trapped yearly this area since the late 70's, I harvest Fish, Game, timber and plants for the majority of my living combined with some tour guiding I sit on three advisory groups to the state and Federal managers. People here harvest through out the spectrum of resources present. Moose, Sheep and Caribou harvests are balanced by our harvest of wolves and Bears. Our predator harvest offsets not only our own use of ungulates, but also the non-local hunters who use this area.

4-8-05
Comments on SB 85
Jack Reakoff - Wiseman, AK,
99790
906-628-2007

I have opposed repeal of the
ATV ban in the Dalton Highway Corridor
North of the Yukon. My reasons would be:

- (1) When the pipeline was built agreements were made that this area would be managed differently than other areas of Alaska. ATV restrictions were part of that agreement.
- (2) Game populations in Northern Alaska are low density. The winters are longer and more severe. Growing seasons are typically 1-2 months shorter than the rest of Alaska.
- (3) Hunters accessing this region use Highway vehicles, Boats, Aircraft, Dogteams and walkways. Some areas are harvested heavily for Moose and Sheep with aircraft, and boats. Caribou harvests are also

(2)

increasing Caribou are easily over harvested as they have low reproductive rates. Re allocation is unnecessary.

(2) I have made many phone calls to BLM, and ADF&G to ascertain what funding is available for planning and implementation. BLM is putting in for 50,000.00 for only planning. Funds for additional Game Monitoring are available. ADF&G is strapped for funds already and would need to come up with a minimum of 50,000.00 for planning for Game management. Also additional surveys and Game Board actions to reduce Seasons and tag limits will cost additional tens of thousands of dollars. Wildlife protection does not have funding for additional

(3)

enforcement presence. BLM neither has officers or funding for additional presence. All the planning for off limit areas or corridors of travel would have little enforcement. The State of Alaska would have to provide considerable funding as would other land management agencies. With ~~o~~ appropriation the intent of this Bill SB 85 will fail all the people of Alaska and the resources. Thank you for the opportunity to speak to the deliberation.

Jack Reakoff

Can We Really Manage ATV Use in Alaska? Or will the Haul Road Corridor become yet another ATV trail swamp?



300+ Ft. Wide ATV Trail
Caribou Hills

Caribou Hills Photo: The trails in this photo have grown to over 300 ft. wide and are caused by irresponsible users of Off Road Vehicles (ORVs). As ORVs speed over the trail, they churn up dirt and rocks, disturbing and eventually killing vegetation. Once this happens, the exposed surface is susceptible to erosion and water pooling, turning the trail into a mud track. ORVs, trying to avoid the mud and spray, migrate to the outside of trails and subsequently widen them. Once the damage is done, it takes decades for the landscape to recover. Allowing ORV use in the Northern Dalton Highway Corridor would result in similar destruction, in an area that is already ecologically sensitive.



Severely Impacted ATV Trail - Wrangell-St. Elias
NP&P

Impacted ATV Trail, Wrangell-St. Elias Photo: You can see clearly in this photo that the outer right edge of the trail is already being eroded. As more ORV users ride this trail, they tend to ride on the outside, further eroding the trail. Eventually, this trail will probably migrate around the tree in foreground, widening the area impacted. In addition to environmental impacts, wildlife is also disturbed by ORV use. Moose, caribou and other game species tend to decline in areas with ORV traffic. Subsistence hunters in this area will be greatly impacted through competition with urban hunters for game resources that are already in decline. Unlike urban hunters, subsistence users *need* game resources to feed their families, and we have a responsibility to take care of wildlife populations for use by all, including future generations.

New ATV Trail, Wrangell-St. Elias Photo: The inability of local, state and federal agencies to properly monitor and enforce responsible riding is what causes the most destruction. SB 85 has no financial earmarks to fund monitoring of ORV use along the Northern Dalton Highway Corridor, protect ORV riders and nearby communities from increased human-start fires, has no funding for emergency health services and search and rescue operations, and makes no provisions to monitor wildlife populations. The bottom line is that SB 85 will cost the state of Alaska money, time and resources while damaging the landscape and impacting wildlife populations, local communities and subsistence hunters. This is too much long term damage to justify such a short-sighted proposition. Damage like this diminishes recreational opportunities for average Alaskans, especially wildlife viewers, backpackers, and hikers.



New ATV Trail
Wrangell-St. Elias

Cliff Eames and Ruth McHenry
HC 60 Box 306T
Copper Center, AK 99573

April 4, 2005

Senate Resources Committee
State Capitol, Room 427
Juneau, AK 99801-1182

Re: SB 85

Dear Senate Resources Committee Members:

We are writing to ask you to oppose SB 85, which would repeal the ban on the use of certain off-road vehicles within five miles of the right-of-way of the Dalton Highway.

The repeal would have a number of adverse effects. It would encourage additional sport hunting and sport trapping in the area, which would compete with local subsistence activities.

It would also move game away from the highway corridor. This would have several harmful effects. It would reduce success for those without ATVs, and it would deprive game of the use of the habitat. Both of these effects have been of concern to the Department of Fish and Game in other parts of the State. The department raised these issues with regard to the Talkeetna Mountains almost two decades ago, and they are of concern to the department at the present time in other parts of the Copper Basin. Furthermore, pushing game away from the highway corridor would also make it less likely that those driving the highway for pleasure, both Alaskans and visitors, would be able to view wildlife on their trip.

Finally, we have seen the effects of virtually unregulated cross country (off-trail) ATV use, most of it for recreational purposes, in the Talkeetna and other mountains off of the Glenn and Denali highways, and in the Susitna Valley, and we don't believe that these effects should be tolerated. Vegetation is destroyed, soils are degraded, water quality is reduced (with ADF&G predicting adverse effects on fisheries as a result), and beautiful Alaskan landscapes are made ugly. We have no reason to believe that ATV use in the Dalton Highway corridor will be any more responsibly managed than it has been on general State and BLM lands elsewhere in Alaska.

Please oppose SB 85, and thank you for your serious consideration of our concerns.

We would appreciate it if this letter were distributed to all committee members and were included in the administrative record for the bill.

Sincerely,

Cliff Eames *Ruth McHenry*

Cliff Eames

Ruth McHenry

Draft

The Legislature acknowledges the provisions of Article VIII, Sections 1, 2 and 3 of the Alaska State Constitution. These sections provide, seriatim, that: (1) it is the policy of the State to encourage the settlement of its land and the development of its resources by making them available for maximum use consistent with the public interest; (2) the legislature shall provide for the utilization, development, and conservation of all natural resources belonging to the State, including land and waters, for the maximum benefit of its people; and (3) wherever occurring in their natural state, fish, wildlife and waters are reserved to the people for common use.

The Legislature thus recognizes that it is the policy of the state to encourage the development of its land and resources, but in a manner that recognizes the collective interests of the people as the owners of these lands and resources. It is consistent with the public interest that resources be developed responsibly – not ruined or plundered.

It is the intent of the Legislature, by removing the AS 19.40.210 blanket prohibition of all recreational off-road vehicles on the lands within the Dalton Highway corridor north of the Yukon River bridge, to encourage and provide for a broad range of public access alternatives to public lands consistent with the multiple use principle and to do so in concert with modern principles of stewardship.

However, it is not the intent of the Legislature to allow unfettered or irresponsible use of off road vehicles on either public or private lands. And, in the case of the lands north of the Yukon River bridge, the legislature is aware that time will be needed for the appropriate federal and state land and resource managers to design and implement plans that balance access with care for the lands and resources. Therefore, it is also the intent of the Legislature to allow sufficient time for State and Federal land and resource managers to develop and implement appropriate land use and resource management plans for the Dalton Highway corridor and adjacent lands before the current statutory prohibition is removed.

With the foregoing in mind, the effective date for this bill is 12 months following the date of passage into law. Following consultation with the appropriate land and resource managers, it is the understanding of the Legislature that this 12-month delay is sufficient time for the agencies and boards to complete their processes – all of which include public hearings – and to have their respective land use and resource use plans in place prior to the removal of the prohibition.

It is also the intent of the Legislature that, if the 12-month delay is not sufficient time for the orderly completion of the public process necessary to implement appropriate land and resource management plans, it will meet in regular session and extend the effective date for an additional period not to exceed 12 months.

Dear Senator Wagner, 4-19-05

I'm writing you to thank you for taking the time to listen to me down in Duran. I enjoyed our visit. It is good to know there are people in power who listen and give a regular guy a chance. Overall, I had a good experience in the Capital of my home.

The rock picture is of a fossilized cat track I found in the Atlatlak river. I was between sheep hunting clients and I took a walk up to a high pass to see if we could land the cubs, cut up their I stopped to bind and first found this. There were other indistinct tracks, too. As far as I know this is the only fossil of its kind. I didn't say anything to any one about it because I didn't want to have the stupid Preserve people shut us down. I thought you might think it was great.

I also happen to have a few small, but pretty, pieces of gold for inlay that I want to give you. I didn't put them in this letter because I don't know if I can do that. The rules of gifts to senators are unknown to me. Please call or write if it is ok, and I will send them. These things are a token of my appreciation.

I'm really hoping to be here
in Wiseman when you come up.
We all need to know way ahead
of time so we can be here. Everyone
works here and ~~the~~ summer is
real busy. I plan to mine and
pick Morel mushrooms this
summer. Unfortunately my attention
on S.B. 35 has displeased the
BLM. I plan to lie a little here
early in "the season". When the BLM
take a "special interest" in your
life can be harder.

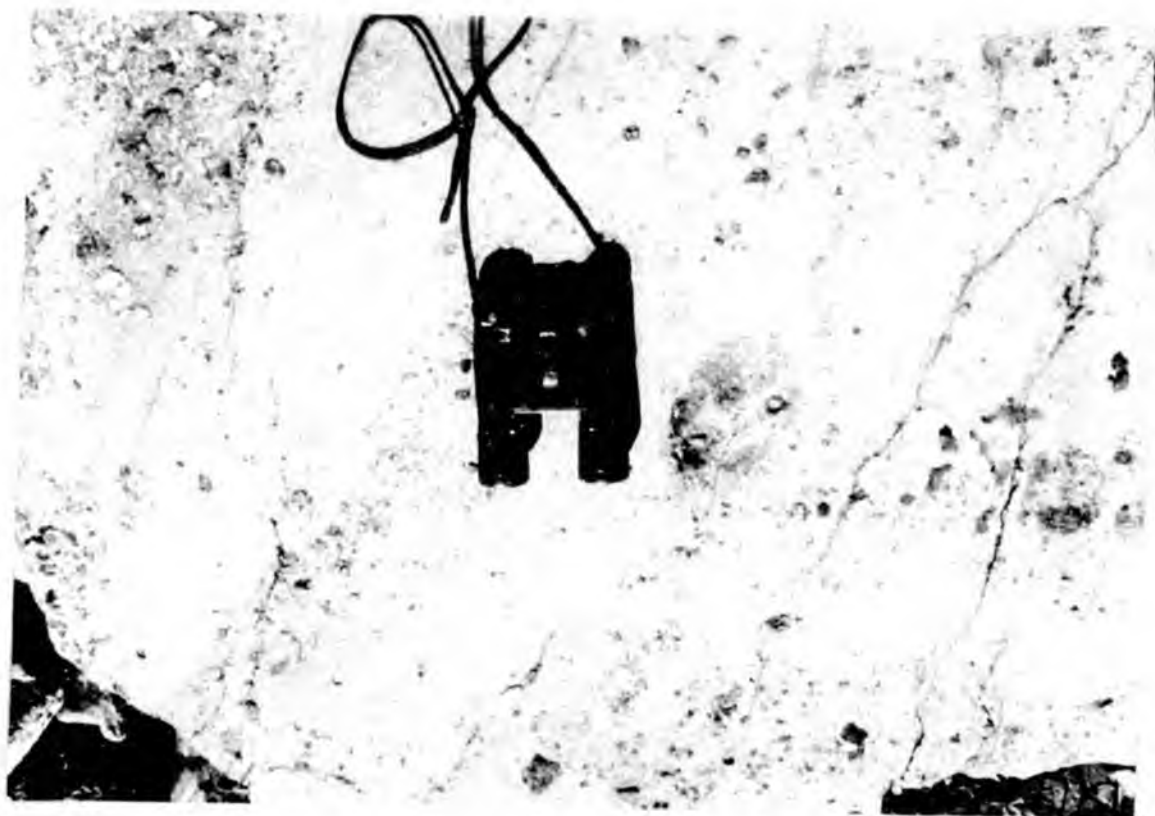
Don't forget there are a lot
of people who want to talk
to you guys. Please give us
long notice. We are all (we being
hunters and trappers who already
hunt here) real scared about
S.B. 35. I don't want this
place ruined life unit 13, 16, 20
and parts of the Kenai. I want
say more now.

Thank you again for your
time. I can tell you are a man
of your word. People here won't
forget that. Best wishes to your
family.

Sincerely,

Thor Steen

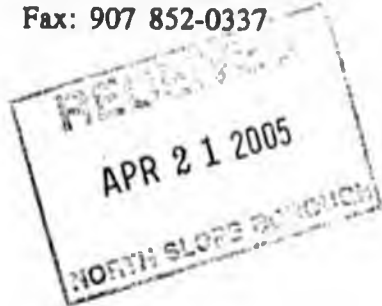
Thor Stacey
338 Brock's Pl
Wiseman AK 99790



North Slope Borough

OFFICE OF THE MAYOR

P.O. Box 69
BARROW, ALASKA 99723
☎ 907 852-2611 ext. 200
Fax: 907 852-0337



George N. Ahmaogak, Sr., Mayor



April 20, 2005

Senator Ralph Seekins
Alaska State Legislature
State Capitol
Juneau, Alaska 99801-1182

Via.Fax. 465-5241

RE: Federal, state and local government meetings on SB 85

Dear Senator Seekins:

As you know, the North Slope Borough has serious concerns about SB 85. We believe it will have negative effects on subsistence use and protection of cultural sites near the Dalton Highway. We are also concerned about the fiscal impacts on our local government when public safety and search-and-rescue needs expand with increased recreational traffic from the highway.

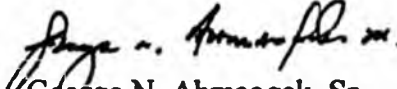
Ever since opening the Haul Road to public use was first discussed in 1978, we have been clear and consistent in our opposition to recreational uses along a corridor that officials originally promised us would be reserved for industrial traffic only. At the same time, the borough has cooperated with state and federal officials in planning for responsive management of the area. Governor Hammond committed the state to this three-way cooperative approach in a letter to the legislature on proposed Haul Road legislation in 1980, in which he promised to "...provide for the State's continued participation in cooperative planning for the haul road and surrounding lands to ensure coordinated management among federal, State and local governments."

I was pleased to hear from Dennis Roper, my Special Assistant for Government and External Affairs, that you are willing to hold your bill over until the next legislative session to allow for continued dialogue on acceptable uses of the Dalton Highway. The North Slope Borough is ready and willing to meet with you, federal and state agencies and local governments to advance our respective interests. We look forward to a good-faith exchange of views. Good things can happen when opposing viewpoints come together in a spirit of mutual respect.

Senator Ralph Seekins
April 20, 2005

Please contact Dennis Roper when your office and the appropriate agencies are ready to sit down and chat on this important topic.

Sincerely,


George N. Ahmaogak, Sr.
Mayor

cc:	Senator Thomas Wagoner, Chairman	Via.Fax. 465-4779
	Senate Resources Committee	
	Senator Donny Olson	Via.Fax. 465-4821
	Representative Reggie L. Jule	Via.Fax. 465-4586

North Slope Borough

OFFICE OF THE MAYOR

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Senator Ralph Seekins
Alaska State Legislature
State Capitol
Juneau, Alaska 99801-1182

Via Fax. 465-5241

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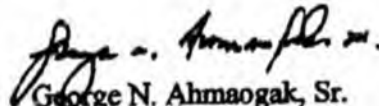
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April 20, 2005

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Mayor

cc:	Senator Thomas Wagoner, Chairman	Via.Fax. 465-4779
	Senate Resources Committee	
	Senator Donny Olson	Via.Fax. 465-4821
	Representative Reggie Joule	Via.Fax. 465-4586



GEORGE N. AHMAOGAK, SR.
MAYOR

NORTH SLOPE BOROUGH
OFFICE OF THE MAYOR

P.O. Box 69
Barrow, Alaska 99723

Phone: 907-852-2611 or
907-852-0200

Fax: 907-852-0337

FASCIMILE COVER SHEET

DATE: April 22, 2005

TO: Senator thomas Wagoner, Chairman

FROM: George Ahmaogak, Sr., Mayor

NUMBER OF PAGES: 2 (INCLUDING TRANSMISSION MEMO)

FAX NUMBER: 465-47790

DESCRIPTION: _____

ORIGINAL TO FOLLOW: **YES** **NO**

OPERATOR: _____

MESSAGE: _____

IF YOU HAVE TROUBLE READING THIS FACSIMILE, OR DO NOT RECEIVE ALL THE PAGES, PLEASE CONTACT US IMMEDIATELY.

North Slope Borough

OFFICE OF THE MAYOR

P.O. Box 69
BARROW, ALASKA 99723
☎ 907 852-2611 ext. 200
Fax: 907 852-0337



George N. Ahmaogak, Sr., Mayor

April 22, 2005

Senator Thomas Wagoner, Chairman
Senate Resources Committee
Alaska State Legislature
State Capitol
Juneau, Alaska 99801-1182

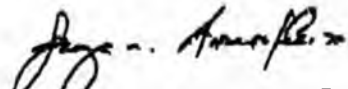
Via Facsimile 465-4779

Dear Senator Wagoner:

I take personal pleasure in sending you my thanks, as Mayor of the North Slope Borough, for your generous assistance in working out a compromise in the legislation proposed in Senate Bill 85. Your efforts are a good example of civil governance at its best – a lawmaker providing full information and due process to citizens. My Special Assistant Dennis Roper kept me informed, beginning with the introduction of SB 85. He explained that you were influential in getting Senator Seeker to pull the legislation this session and let it proceed through a review process during the interim.

Dennis has often noted to me the similarities between the North Slope Borough and the Kenai Peninsula Borough. We both have oil and gas development and both boroughs have coastal district communities. The dialogue Dennis has promoted between our boroughs has brought an appreciation in my administration for the similarities we share. In other words, you understand. In a perfect situation, we would have preferred to see the bill stay in Resources because we are more comfortable with your oversight as chairman. But let there be no mistake, we appreciate your helping us to an important step in the process – dialogue between various agencies and local government involved in the Haul Road. For that, you have our special thanks.

Sincerely,


George N. Ahmaogak, Sr.
Mayor

Amy L. Seitz

FYI

From: Karen Jettmar [info@equinoxexpeditions.com]

Sent: Monday, February 28, 2005 5:35 PM

To: Sen. Tom Wagoner

I am writing to you to express my opposition to any legislation to lift the ban on off-road and all-terrain vehicles on lands. The Haul Road was first and foremost, built to service the Trans-Alaska pipeline. That the road traverses federal conservation lands makes these lands vulnerable to misuse. ATVs and ORVs are not permitted on national park and refuge lands, yet there is little manpower available to enforce this regulation. If the ban on ORVs is lifted, riders will be all over the parks and refuges, as there are no boundary lines out on the land to inform, and there is only ONE state trooper on the Haul Road, and one one BLM Ranger. This area simply cannot be patrolled, and the amount of poaching and other illegal activities that is bound to occur is absolutely frightening. There is simply no reason to allow people to enter these lands, whether BLM, park, refuge, or state, on ORVs.

I am among the tour operators who count on wilderness and wildlife to conduct my business. We bring people up the Haul Road, and then into the Brooks Range on hiking and paddling trips. The road was really never intended to be a public highway, it was to be an access road for servicing the pipeline. I don't really like that the lands on either side of the Haul Road are so vulnerable to public abuse. The fact that a man shot the pipeline and it took days to shut off the leak says to me that patrolling of the extensive area is a real problem. Allowing people access to wildlands adjacent to the road will destroy everything that my clients come to Alaska to see.

The Haul Road has seen a steady increase of summer visitors

who come up the road to view wildlife and wilderness. In a sense, the Haul Road is like the road through Denali National Park-- it passes through de facto wilderness, and serves as a natural history corridor for visitors. People come because of its wildness. ORV trails crisscross other parts of the state, and are running the wildlands roughshod. It is tragic. As it is, hunters prowl the Haul Road in their vehicles, hunting caribou from the road. With no ban, they'll be crisscrossing the tundra, destroying the pristine conditions that lie just beyond the pipeline corridor, tearing up the tundra, and leaving scars across the land, like already exist in the Susitna Valley, Talkeetna Mountains, Nabesna Road, and elsewhere. Please do not pass SB 85.

Karen Jettmar
Equinox Wilderness Expeditions
2440 E. Tudor Road, #1102
Anchorage, AK 99507
<http://www.equinoxexpeditions.com>
info@equinoxexpeditions.com

Mary Jackson

From: Sen. Tom Wagoner
Sent: Tuesday, March 22, 2005 9:37 AM
To: Mary Jackson
Subject: FW: SB 85

From: Syndonia Bret-Harte [mailto:ffmsb@uaf.edu]
Sent: Monday, March 21, 2005 6:46 PM
To: Sen. Tom Wagoner; Sen. Ralph Seekins; Sen. Ben Steveris; Sen. Fred Dyson; Sen. Bert Stedman; Sen. Kim Elton; Sen. Gretchen Guess
Subject: SB 85

Dear Chairman Wagoner and members of the Senate Resources Committee,
My name is Syndonia Bret-Harte, I am research assistant professor with the Institute of Arctic Biology, University of Alaska, Fairbanks, and the Associate Science Director for the Toolik Field Station. I write to you today as a manager of the Toolik Field Station (TFS). As a manager of TFS, I have concerns that off-road vehicle use could harm our extensive research program, which is located primarily within the Dalton Highway Corridor.

TFS is located at mile 284.5 on the Dalton Highway, and has been a national center for Arctic research for 30 years. Research there focuses on the adaptations of animals, birds, insects, and plants to the arctic environment. Research also focuses on the Arctic environment as a whole system, and how this system feeds back to affect global climate patterns. Research focuses on the controls over productivity in arctic ecosystems, and how productivity is influenced by the movement of water, nutrients and sediment between different types of arctic landscapes, as well as between land and freshwater streams and lakes. My own research is focused on how plant species affect the processing of carbon and nitrogen, and how changes in the balance of plant species with climate warming is likely to affect ecosystem function and feedbacks to further warming.

Research at TFS involves monitoring as well as long-term experiments, and much of what we know about the functioning of arctic ecosystems comes from the 30-year record of scientific research at TFS. There are over 13,000 research plots within the Dalton Highway Corridor near TFS. Currently, about 350 researchers work at TFS every year, coming from 70 universities and other institutions representing all 50 states and from some international institutions. The National Science Foundation (NSF) of the United States of America has made a substantial investment in research at TFS. Currently, funding for research at TFS totals \$36,000,000 (averaging \$8,600,000 annually), and the TFS receives annual support from NSF for operations, logistics, facility support and facilities upgrades of approximately \$2,700,000.

More than 500 scientific papers have been published in peer-reviewed journals on work done at TFS, including publications in high-profile journals such as *Science*, *Nature*, *BioScience*, and *Ecology*. Research based at TFS has also been instrumental for critical policy and management documents such as the National Research Council's report on Cumulative Environmental Effects of Oil and Gas Activities on the Alaska's North Slope (2003). The Bureau of Land Management has recognized the area around TFS as Research Natural Area/ Area of Critical Environmental Concern. TFS is the flagship U.S. terrestrial arctic research station, and the NSF anticipates that research activity will continue to grow and expand.

Continued integrity of the landscape is critical to continued federal support of TFS. Currently, off-road vehicle use is prohibited around TFS, except that limited snow-machine use is allowed during a short window in late winter each year, for point-to-point use in support of science, under permit from BLM. Because off-road vehicle use,

4/11/2005

especially by 4-wheelers in summer, can damage vegetation, cause permafrost melting and change drainage paths for water, it could severely compromise our research programs. Many of the nutrients that we follow, such as nitrogen and phosphorus, are present in the environment at very low concentrations. Even if a vehicle does not run over an experimental plot directly, changes in the drainage caused by off-road vehicle use upstream have the potential to affect research negatively.

As a managers of TFS, I urge that off-road vehicle activity be restricted within the Dalton Highway Corridor from mile 275 (Atigun River Bridge #2) to mile 300 (Okskuruyuk Creek Bridge), so that only limited snow machine use is allowed in winter, only in support of science, and only with permits from the land manager. No summer 4-wheeler use near research plots is acceptable, because of the high environmental impact. I urge that this restriction be written in as an amendment to SB 85 or to 19.40.210, because of the magnitude of the research investment at TFS.

If enforcement is adequate, restricting off-road vehicles to snowmachines only in support of science, under permit, from miles 275-300, could meet the needs of TFS. However, I am concerned about enforcement of these restrictions, because the current state trooper with responsibility for the area around TFS is based in Barrow, and the Fish and Game representative based in Coldfoot has to cover almost the entire Brooks Range and the North Slope by himself. The BLM similarly has very few people with responsibility for a very large area.

Passage of this bill should not occur without adequate funding to enforce a restriction on off-road vehicle use from mile 275-300 within the Dalton Highway corridor to protect the scientific integrity of research based at TFS.

Please make these comments part of the official record for SB 85 and for the Senate Resources Committee.

Thank you,

Sincerely,

Dr. Syndonia Bret-Harte
Institute of Arctic Biology
University of Alaska
Fairbanks, AK 99775

Dr. Syndonia Bret-Harte
Research Assistant Professor
Associate Science Director, Toolik Field Station
Institute of Arctic Biology
room 311, Irving 1 Building
University of Alaska
Fairbanks, AK 99775
907-474-5434 or leave message at 907-474-6038
FAX: 907-474-6967

Email Address: <Syndonia.BretHarte@uaf.edu> or <ffmsb@uaf.edu>

4/11/2005

THE FOLLOWING DOCUMENT HAS NOT
BEEN FILMED BUT IS AVAILABLE IN THE
ORIGINAL FILE.

RESO
KRIZOF

SUBMITTED BY:

*Korina
Saer*

SUE

CLE

—
AN OF
SLAND
NEAR
SITKA.

4/10/05

EXHIBIT I

ORIAN
EVER
IMONY



**LEGISLATIVE AFFAIRS AGENCY
LEGISLATIVE INFORMATION OFFICE
201 KATLIAN STREET, SUITE 200A
SITKA, AK 99835**
Phone: 747-6276 Fax: 747-5807
Email: sitka_lio@legis.state.ak.us

DATE: April 11, 2005

TO: Mary Jackson, Senate Resources Committee

RE: SB 85, An Act repealing the ban on the use of certain off-road vehicles within five miles of the right-of-way of the James Dalton Highway; and providing for an effective date."

3 of pages, including cover sheet

FROM: Florian Sever, Sitka constituent

MESSAGE: see attached per your conversation with Florian. He testified on Friday and wanted this included for his testimony.

Senate Resources

April 11, 2005

The Foundation for the Protection of the Common People, Inc.
1706 Edgecumbe Drive
Sitka, AK 99835

Alaska State Senate
Resources Committee
Juneau, AK

RE: Comment on SB 85

Dear Mr. Chairman:

I would like to provide the following comments in opposition to SB85. I believe the passage of SB85 will set up a set of circumstances that we will all long regret, and will inadvertently cause natural resource damage that will be both ugly and permanent in nature

Environmental Damage

I have monitored the use of Off Highway Vehicles ("OHV") in the Sitka area, and on and off the logging road system on Kruzof Island, since 1980. In the 1980's most damage was done by motorcycles and pickup trucks, then along came "3-wheelers" and finally the 4-wheel All Terrain Vehicle ("ATV"), or "quad". I primarily use an aircraft to monitor and photograph incidences of environmental abuse and natural resource damage.

With these comments I am providing to you a large number of photographs on CD that will aptly demonstrate the damage that inevitably occurs when OHV use is allowed to take place in an unregulated environment where little or no law enforcement is present. The photos show incidences of garbage dumping, illegal structures being built on federal land, damage to beach fringe timber and grassland systems, and OHV riders illegally operating their vehicles in freshwater lakes and across (as well up and down) salmon-producing streams. I have also provided, in my attached exhibit, photographic evidence that whenever OHV's operate on wetlands they leave lasting ruts that often channelize into elongated drainage ditches that alter the natural ecosystem of the wetlands.

I cannot impress upon you strongly enough that these abuses are inevitable, once areas are open for OHV use without strict supervision. By nature, OHV operators want to go where no other riders have been, by definition, this means "off the road". Although most OHV users are law abiding, there exists a fairly large population of riders who feel they have a right to run amok merely because they can reach remote locations where no law enforcement can reach them, and once there, abuse the environment at will.

Whenever these machines operate on unpaved surfaces they cause damage. In wetlands they churn up the vegetation and cause deep ruts that lead to severe erosion and stream

silting. On steep hillsides, and in areas of landslides, OHV operators engage in "high-marking", wherein a rider will charge up a near vertical slide as far as their machine will take them, and then abruptly turnabout, and plow down the slope, causing deep ruts which increase soil erosion, silting of runoff into streams, and decreasing the ability of these areas to naturally regenerate.

Cost of Opening New Areas to OHV Use

At first blush one may be enticed into believing that there are no costs associated with opening remote areas to OHV access. Nothing could be further from the truth. The cost factor is a two edged sword. OHV operation, by necessity, requires heavy and strict law enforcement if damage to the environment is to be prevented.

Will SB85 provide increased funding to prevent abusive and illegal OHV operation along the Dalton Highway? If the proponents of SB85 want to shortchange the law enforcement agencies by increasing their workload without increasing funding, the environment and the people of Alaska will pay the ultimate price. Where would Alaska's fisheries be, if strict enforcement of fishing regulations didn't exist?

If stringent law enforcement is not in place at the time an area is opened to OHV use, the inevitable environmental damage caused by the unsupervised and under-regulated operation of these machines will cause incalculable damage to wildlife habitat, watersheds, fish-bearing stream, and the scenic view sheds so valuable to the tourism industry.

Will there be language written into SB85 to provide adequate funding for remediation of the environmental damage that will inevitably occur if the Dalton Highway is opened to OHV traffic? Without strict enforcement of regulations and swift remediation of damage the problem will only grow larger and larger as the reach of the OHV impact extends further and further out into new, "unexplored" territory

So, it comes down to a case of "pay me now, or pay me later", but pay we will, one way or the other. The only reasonable way to prevent this catastrophe is to keep the Dalton Highway closed to OHV use. Please defeat SB85 in the best interest of the general public.

Thank you,



Florian Sever, President

Attachment: Exhibit I (Compact Disc)

February 28, 2005

To: Alaska State Senators
and
Alaska State House of Representatives

Dear Alaskan Legislators:

This letter is to ask you please vote against SB.05 which would open the Dalton Highway Corridor to ORV (off-road vehicle) use.

As a grandmother and great-grandmother, also a long-time resident of this Arctic area at Wiseman, (since before the Trans-Alaska Pipeline and highway), it is grievous to me envisioning the gross destruction of this primitive priceless treasure of lands in this corridor, along this vital road leading to the Arctic Ocean. The proposed careless intrusion by these fierce machines will effectively strip, rob, and cheat our posterity of their rightful inheritance to many of the great potentials, endowments, and enjoyments residing in and on these lands presently which comprise the last great wilderness of the world.

Having been in this country while the Trans-Alaska Pipeline was in the planning stage and construction, it was common knowledge that millions of dollars were spent in intense scientific studies, and evaluations were done by some of the greatest minds of the world, contributing a vast collection of wisdom and knowledge, in order to produce the massive pipeline project. Stringent requirements were imposed to maintain safety to the environment bringing about orderly progress, land compatibility, along with utilization. Practices of ethical conduct maintained honorable respect for the lands, wildlife, and resident peoples with their rightful usages.

Subsequently, many thousands of people have already come into this country using the Dalton Highway to view the breathtaking scenery, explore, and pursue their particular interest; yet causing minimal surface damage to the land, allowing it to have a pristine character. These attributes are nurtured through diligent stewardship, lawful order, and watchful surveillance. Intense ORV use is counteractive usage to all of the above, creating major challenges and degradation in this fragile ecosystem.

Questions arise regarding what safeguards and accountability will be required if this bill should be enacted? What proven environmental considerations, and true monetary costs will be involved to maintain the present standards of quality now enjoyed? Are the assured consequences being considered that will undoubtedly be passed on to our Alaskan posterity? Comparing user groups of people involved, does prudence disregard all previous standards of knowledge and effort to accommodate transient antagonistic gratification & pandemonium for monetary or political edge?

Thank you for reading this. May common sense prevail.

Sincerely,
June Reakoff
Wiseman Village (907-678-9001)
4 Kalkabuk Lane (907-678-4444)
St. Ignace, Ak. 997

March 1, 2005

To: Honorable Senator of Alaska

From: June Reakoff
FAX: No. 907-678-9001

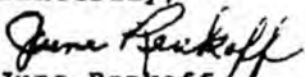
Dear Alaskan Senator:

My following letter to the Senators and Representatives of Alaska has my appeal to vote against Senator Ralph Seekins SB.85, which would allow ORV use in the Dalton Highway Corridor.

I, along with our posterity, will be most grateful if you defend our perilous situation regarding this unnecessary action against the lands, treaties, and peoples of this great Arctic region.

With every good wish, and thank you in advance for any efforts you make on this behalf.

Sincerely,


June Reakoff
Wiseman Village
4 Kalhabuk Lane
Wiseman, AK. 99790

Phone and FAX: 907-678-9001
Personal phone: 907-678-4444

Amy L. Seitz

From: Heidi Schoppenhorst [boreallodge@juno.com]
Sent: Saturday, February 26, 2005 2:16 AM
To: Sen. Tom Wagoner; Sen. Ralph Seekins; Sen. Ben Stevens; Sen. Fred Dyson; Sen. Bert Stedman;
 Sen. Kim Elton; Sen. Greichen Guess
Cc: Sen. Donny Olson; Sen. Albert Kookesh; Rep. Woodie Salmon;
 Representative_Carl_Morgan@legis.state.ak.us
Subject: *****SPAM***** Comments on Senate Bill 85

Dear Resource committee members,

I addressed the following comments on Senate Bill 85 to the Transportation Committee, and now I understand SB 85 has been referred to your committee for consideration. I am not sure when you will meet to hold hearing of this bill, but I am asking that you *Please* read & consider my comments in determining the future of Senate Bill 85, regarding lifting the ban on off road vehicles in the Dalton Highway corridor.

Note to Sen. Seekins:

I met you last summer in the Arctic Interagency Visitor Center where I work as an Interpretive Ranger for the National Park Service. I would have loved to discuss your former Bill regarding lifting the ban of off road vehicles in the Dalton Corridor, but I was on duty, and you seemed very pressed for time. I was disappointed to learn that you did not take the time to travel a little further north and visit the local community in the area (Wiseman) as I had suggested, and gather input from residents who have the most experience with the area, and knowledge of the impacts your Bill could produce. I am asking you directly now to please read my comments below, and reconsider your SB 85 proposal, of which the negative impacts & long term effects will not be something you will want to be remembered for creating. It's not too late...

I grew up & live in the village of Wiseman within the Dalton Highway corridor. I wrote to many of you voicing my opposition to a similar bill introduced by Mr. Seekins last year, and am very disappointed to see this issue resurface again this session. My feelings, & the reasons why this bill will impose detrimental impacts on this area have not changed in the past year.

1.) To start with, this Dalton Highway runs through a "utility corridor", that means this development & road were established for a utility route. I watched the road & pipeline being built, we all know the incredible study & research that were put into developing this pipeline without causing any serious impact to fragile habitat, wildlife, and human populations. My whole life I have seen Alyeska security patrol daily with helicopters to ensure their pipe is secure & nothing is amiss, people are not to use the pipeline pad without their knowledge, as it poses security risks. This pipeline has financially benefited every Alaskan equally.

There is now new talk of a gas line running through this corridor, this I would imagine, if constructed, will follow similar low impact guidelines for development, and can safely be installed in this utility corridor with much care & consideration for the environment & populations. This will also most likely benefit all Alaskans if established.

Opening this utility corridor to ATV's & snowmobiles, in other words allowing anyone to drive freely anywhere within & beyond the corridor, pipe pad, etc at will, in light of these utilities & the care exercised to maintain these utilities alone I would think is reason enough to throw out this proposed bill. Don't forget there is only 1 (one) trooper stationed at Coldfoot to patrol this entire Brooks Range &

2/27/2005

North Slope stationed at Coldfoot.

2.) A very large portion of the land mass surrounding the Dalton Highway corridor north of the Yukon River is Federally managed wildlife Refuge & Park lands. North of the Yukon River to the east is Yukon Flats Wildlife Refuge, to the West is Kanuti National Wildlife Refuge, within the Brooks Range bordering most of the entire road to the west through the Range is Gates of the Arctic National Park & Preserve, and once you are over Atigun Pass, Arctic National Wildlife Refuge comes within a mile to the East. ATV's are not permitted on the Park & Refuge lands, however, they do not draw lines on the ground that show when you are crossing into Park or Refuge land, so most riders will not have a clue. The corridor itself is federally managed BLM land, and they also do not have a provision for free for all ATV use. There is only 1 (one) BLM Ranger weekly patrolling the road, and once again, only one AK State Trooper to patrol this area. There is also one NPS Ranger stationed at Marion Creek, who has multiple duties, and it is impossible for him to patrol the Park border continuously to ensure folks are not overstepping borders.

3.) The Dalton Highway in the last 10 years has seen a steady increase of summer visitors, these visitors are taking tours or driving the road to experience the "last frontier", see the wilderness & wildlife in their natural state, and see for themselves the unique landscape & vegetation of the Arctic. This area is becoming actually a very popular tourist destination, and tourism as we all know helps the Alaskan economy. I would think the people in Fairbanks would actually want to secure the present state of this some what pristine environment to the north of them, as most all the visitors to this area have to pass through Fairbanks & spend money on their way north.

I work in the Arctic Interagency Visitor Center in Coldfoot during the summer months, my husband & I also own & operate a small Lodge here in Wiseman, so I have talked with literally thousands of these visitors coming to this country, and had opportunity to ask why they came to this place. The majority of visitors are coming here to see it just as it is, wilderness, and they don't want to see more roads, signs, or watch ATV's driving across the tundra or snowmobile's high marking on the hills. As it is, the north slope caribou hunters are so numerous during fall months, they end up chasing most of the caribou away from the road, disappointing to a tourist with a camera. But - they can still view the occasional bear or moose along other parts of the road that haven't been chased away, so it's still worth their while at this point. Let's keep it that way? If ATV's and snowmobiles are allowed to range the corridor it will tear up the vegetation, which is underlain by permafrost, which then melts & leaves very ugly scars (it doesn't, from what I've seen in 38 years, tend to regenerate much either). Also this increase of motorized humans ranging through the area will end up chasing the few remaining animals far from the road, where I would imagine many of them will also be harassed & shot by hunters since they will have free access roam, and the animals will no longer have any sanctuary to reach.

4.) I am not an anti hunter by any means, I grew up on moose & caribou and depend on these animals for survival here, but I also care about our wildlife populations here in the north. As you must know, Arctic populations (other than caribou) are not as plentiful as in other areas of the state due to severe weather conditions, and available food resources. The maze of both hunting and land use management regulations in this area have evolved over the years to provide for continued healthy wildlife populations, and although complex, they seem to be working for the most part to ensure wildlife will be a part of this area for generations & years to come. (With the exception of regulations pertaining to sheep hunting on state land to the east that is getting somewhat out of control.) Contrary to popular belief of the apparently uneducated to the area; the arctic is not teeming with unlimited numbers of wildlife, there is a lot of land north of the Yukon River, but for the amount of land, it is somewhat scarcely populated by wildlife. This is once again because of harsh living conditions, rough winters, predators, and hunters which all take a share of them every year, some years already going beyond the limit of healthy harvest. Hunters can already access area populations with aircraft, and highway vehicles - the addition of ATV's and snowmobiles is unnecessary. There needs to remain a place in this

state where a hunter can drive up this road, and actually hike out to hunt an accessible animal. The hunters that can't afford an ATV or snowmobile will not have that opportunity if this proposal is passed, the game will be chased to far from the road. The ban on ATV's & snowmobiles within the corridor is an important part of this management system, if this is changed, it will disrupt every other aspect of the complex management in the area, and create somewhat of a domino effect on the management structure that has taken decades to build. If you don't really care about the wildlife & arctic landscape, or human populations in the area, think of it this way: this disruption will also end up costing every state, federal, and independent management participant involved in the area unknown amounts of \$ in increased enforcement, reclamation, etc.

5.) There is also the issue of safety. There are no emergency medical facilities available up here. There are no roads to speak of, and no ATV or snowmobile trails, winters are harsh & the terrain can be treacherous in places. The landscape, creeks & rivers can all pose a threat to someone inexperienced to the area - especially someone up for a weekend to joy ride who is unfamiliar with the country. I can see the potential for a drastic increase in accidents & potentially life threatening situations for these folks should this corridor open up. People will be traveling further from the road, into more hazardous & remote country, and if they get hurt, who is going to find them? There is only one trooper in the area, and a long way to go for medical help.

I will sum this up: right now, people are able to travel to this country north of the Yukon River, people with legitimate traplines are able to trap them, miner's are able to access their mining claims with ATV's, hunters are able to come up & hunt, guides are able to guide hunters, backpackers, and conduct river trips, people are able to ride horses, researchers are able to conduct sensitive research, and tourists are able to come up & take pictures & hike or float or whatever in a still relatively undisturbed wilderness setting. It seems to me there are a few people whining that they can't ride machines around up here, but if they have a legitimate cause to, they probably can if they would check into it. I'm sure all over the nation there are many who would like to see less regulations regarding one thing or another, but we all know regulations and management are essential to a healthy environment. Please weigh the current facts with the potential risks involved while considering this Bill. Please take my thoughts & comments into consideration, and do not pass SB 85.

Thank you for taking the time to read this,

Sincerely,

Heidi Schoppenhorst

Scott Schoppenhorst

boreallodge@Juno.com

Ph / Fax: 907-678-4566


#1 Timberwolf Trail

Wiseman Village, Alaska 99790

COPYDistributed by
Senator Albert Kookesh

Dear Senators and Representatives,

The co-authors to this list of facts relating to S.B. 85 are Jack Reakoff and Thor Stacey. All of the compiled facts are true. We put these down to refute some common misperceptions about this issue. Also, we recognize that the lands north of the Yukon are very remote and there is a lack of common knowledge about our renewable resources. We hope that these facts will dispel some common myths and rectify misperceptions of rural and non rural use. Please direct questions regarding this sheet to Jack Reakoff or Thor Stacey. Fax/phone 907 678-2007 or post mail to either author@ 114 Newhouse Wiseman AK 99790. All statements are true to the best of our knowledge.



List of facts relating to S.B. 85

- **FACT:** Ground contact ORV use will be concentrated on limited state and certain BLM lands. These tracts of state and BLM lands are sandwiched between federally designated refuges and parks. This will create high impact zones of use. Half of Alaska will not be "unlocked" for "orderly" use.
- **FACT:** State lands north of the Yukon are currently managed at maximum sustained yield. This level of use is achieved through traditional means of access. These legal accesses are boat, airplane, horses, dogs, and walking.
- **FACT:** Ground contact ORV use is permitted for mineral and oil exploration and to access private property or valid mining claims.
- **FACT:** Recreational ORV use is not widespread off the Dalton highway.
- **FACT:** BLM rangers have issued citations for recreational use.
- **FACT:** State of Alaska wildlife protection officers have issued many tickets for transporting hunters, hunting gear and game with ORVs. Per Alaska Department of Public safety.
- **FACT:** Current restrictions are enforced.
- **FACT:** In the Dalton highway corridor rural residents are not allowed to use ground contact ORVs for any reason including subsistence.
- **FACT:** Snow machine use is permitted for rural residence only for subsistence activities. Recreational use is not permitted.
- **FACT:** Replacement cost of 1 lb of meat in rural Alaska, as set by ADF&G's subsistence division, is \$5.00/lb. Using five house holds in Wiseman as a example they take in on average 6,800 lbs of meat per year, for a \$34,000 direct economic benefit. The use of these resources are a primary economic source. With limited trapping and other seasonal sources of cash income game meat supports local economies. This is a true and accurate condition across our region and other rural areas of our state.

- **FACT: The Dalton highway corridor, north of the Yukon, is used by four caribou herds: ray mountain, central arctic, western arctic and tishikpuk.**
- **FACT: All of the caribou herds in Alaska exposed to road system, ground contact ORV use are depleted. These are now currently requiring intensive management and controversial predator control measures to achieve constitutionally mandated sustainability.**
- **FACT: None of the areas to be "opened up" are currently requiring predator suppression. See attached example of Wisemans average predator harvests and corresponding ungulate savings.**
- **FACT: In Wiseman/Coldfoot/Nolan not one person is on public assistance. With healthy resources we are self sufficient and self sustaining.**
- **FACT: People in Wiseman are all willing to access wilderness without ground contact ORVs and are already doing so.**
- **FACT: In the mountainous parts of Alaska, north of the Yukon, moose population densities are .1-.2 /sq mi. in the road corridor ADF&G has already had to address increased access by going to a drawing hunt. The corridor was already managed as a bow hunting only area. This method and means restriction was put in place to manage our low densities of animals.**
- **FACT: Only in partnership with federal agencies is ADF&G able to accomplish game surveys north of the Yukon.**
- **FACT: Additional use will necessitate more intensive/expensive population monitoring.**
- **FACT: Additional access will require public safety appropriation to assure sustained yield.**
- **FACT: People from all over the world use the Dalton Highway corridor for non consumptive use. These uses include but are not limited to hiking, rafting, birding, skiing, climbing, driving, sightseeing, geological recreation, aurora viewing, wildlife viewing. These guests contribute the cash economy. The primary draw of this remote and expensive region to visit is its "untracked" wilderness.**

Wiseman harvest ungulate/Predator balance

- Wiseman Annual Wolf harvest average for past ten years 15.

- Wiseman Average Annual ungulate harvests

Moose	- 6	=	8000 ^{Heat}	x	6	=	48000	x	5.00	=	240,000.00
Caribou	- 10	=	1250 ^{Heat}	x	10	=	12500	x	5.00	=	62,500.00
Sheep	- 5	=	100 ^{Heat}	x	5	=	500	x	5.00	=	2,500.00
Grizzly	- 1	=	250 ^{Heat}	x	1	=	250	x	5.00	=	1,250.00
											<u>347,000.00</u>

- Wolf Consumptive rate:
10 Moose per wolf per year (Sten Stout ADFFG)

15-20 Dall sheep/wolf/per year

14-18 Caribou/wolf/per year
2,000 to 20,000 Calorie per wolf per day range summer/winter

- Wolves in the Central Brooks Range near Wiseman Alaska generally eat Moose South of Wiseman and Sheep/Moose North of Wiseman Caribou are used when present. (Caribou were not present in the area in significant # until 2001)

Generally wolves taken would split predation %
50% moose 50% Sheep

7.5 Wolves x 10 Moose per annum = 75 Moose Saved per Year

7.5 Wolves x 20 Sheep per annum = 150 Sheep Saved

- Since 2001

33.3% ungulate split

5 wolves x 10 Moose = 50 Moose Saved

5 wolves x 20 Sheep = 100 Sheep Saved

5 wolves x 15 Caribou = 75 Caribou Saved

5 wolves x 5 Moose Calves = 5 Calves Saved



SB 85- Off Road Vehicles Near Dalton Highway

Senate Resources 3/21/2005

SB 85 repeals AS 10.40.210, which restricts off-road vehicles in a 5-mile corridor on either side of the Dalton Highway.

SB 85 would be burdensome and expensive for state agencies, violate long-standing agreements with local residents, and result in damage to sensitive tundra habitat.

1) *SB 85 would be burdensome and expensive for state agencies:*

- Under SB 85, the **Dept. of Natural Resources** would spend a year developing land use plans and regulations for the Corridor. In future years, DNR would revisit these plans. This costs money.
- Intensified hunting and fishing pressure in and around the Dalton Highway corridor would require the **Dept. of Fish and Game** to increase biological monitoring, fish and wildlife enforcement, and regulation review. Sen. Seekins has testified that the Board of Game would have to consider regulation changes associated SB 85's effects. This costs money.
- Intensified use will result in greater frequency of accidents, mischief, and other problems along the Haul Road corridor. The **Dept. of Public Safety's** fiscal note for SB 85 recognizes the need for increased state trooper presence along the Corridor. This costs money.
- Intensified traffic resulting from SB 85 will strain **Dept. of Transportation** resources. Road traffic regularly determines maintenance requirements. Additionally, DOT may need to construct new pull-outs on the Haul Road to accommodate trailers. This costs money.
- Fiscal notes from DNR, ADF&G, Public Safety, and DOT should reflect SB 85's true cost.

2) *SB 85 violates long-standing promises made to area residents:*

- SB 85 opens up the door for high-income urban hunters to harvest caribou from herds on which area residents depend for subsistence. Before the Dalton Highway was built, local area residents have testified they were assured it would be maintained as an industrial road and that access would be limited to ensure protection of caribou and other important subsistence resources.

3) *SB 85 will result in damage to sensitive tundra habitat:*

- Scientists conduct world-class research on arctic ecosystems at Toolik Field Station at milepost 284. Researchers have testified that opening the watershed to off-road vehicles will compromise their experiments, some of which have been running for almost 30 years.
- A large body of scientific research confirms driving off-road vehicles over tundra, even only once, can result in drastic, and sometimes irreversible, damage. SB 85 should be amended to limit off-road vehicle activity to winter months. Frozen ground and snow cover should be required to prevent damage to tundra and underlying permafrost. Motorized activity should be limited to specific access points and trails to concentrate damage in least-sensitive areas.

SRES

SB85

Subject: SB 85 written commentary

Date: Sun, 27 Feb 2005 18:27:21 -0900 (AKST)

From: "rosemary mcguire" <ftrdm@uaf.edu>

To: fairbanks_ljo@legis.state.ak.us

Could you please forward the following letter to the appropriate members of the legislature? Please call me if you have any questions. My number is 455-6347.

Thanks.

Rosemary McGuire

Dear Sirs and Madams,

I am extremely concerned about SB 85, the proposal to open the corridor along the Dalton Highway to motorized traffic. My family has always depended on that area for subsistence hunting/berrypicking, etc. We are lower-income people and cannot afford to buy ATV's, etc. If the Dalton is opened to motorized traffic, we will be outcompeted by floods of urban hunters on snowmachines. What has happened to the caribou hunt along the Steese will happen on the Dalton, too. Worse, the land itself will be damaged, maybe forever. Anywhere you go along the highways in AK you can see the marks of snowmachines and ATV's tearing up the tundra. Some people chase down animals or shoot anything that moves (I've seen this). It shouldn't be that way along the Dalton, too.

People say that the land is "locked up" if they can't drive all over it. But it isn't--it's there, and all they have to do is get out of their cars and take a walk to enjoy it. There are very few areas in Alaska that are closed to motorized access. Let's please keep this little bit the way God made it.

Thankyou for your time,

Rosemary McGuire
Box 83553
Fairbanks, AK
99708

(907)-455-6347

Senate Resources

March 21, 2005

Supplemental SB 85 Packet – materials

- Opposition letters: 11 pages

I am writing in regard to Senate Bill 85.
I came to Alaska from Minnesota in 1986.
In the late 1980's I acquired my hunting
guide license and have worked in a hunting
camp in the Brooks Range off and on ever
since.

I was also hired as a local hire Park Ranger
for Gates of the Arctic National Park in 1991.
In 1998 I purchased and soon settled into
a cabin in Wiseman, AK.

I live both sides of the land use issue.
The Brooks Range cannot sustain the multiple
use and access that an area such as the
Denali Highway has had to withstand.

Alaska confronts issues about 30 years after
they are confronted in the Lower 48. Minnesota
is now having to confront the ATV issue
and habitat destruction. The pressures are
coming from sportsman's groups and environmentalists
alike. Experiences that I had in the 60's
of hiking the undisturbed trail with my dad
in search of grouse, or learning my way through
the woods are long gone. The grouse laden
trail or backwoods hawk haunt are left
uninvaded by the ATV. Sportsman and
property owners want their resource back
and undamaged. So the legislature is having
to legislate ATV use.

(2)

You need to be visionaries. Once the "lid is off" it will be very difficult to put the cap back on. It will require even more restrictive legislation.

The Dalton Highway currently provides an experience one cannot get at Denali National Park except to a very limited few. The Dalton provides ~~to~~ a person the opportunity to hop in a vehicle at any time of the year without a permit and see the beauty of Alaska. It would be a shame to impact on that experience and the resources for so many people.

I personally don't hunt. The hunting clients provide more than enough meat for me. I don't snowmachine or travel by 4 wheeler. Those who do use them in this country do so for utility, not for recreation, and on very limited spaces and times. This limited use has not exposed the landscape to intrusive access. For the sake of the resources along the Dalton Highway, and for all Alaskans, and all Americans I would hope you would look to the long term future and make no changes to the access means from the Dalton Highway.

Thank you!
Bob Maurer

3-21-05

Jack Reakoff
114 Newhouse
Wiseman, AK 99790
907-678-2007

Senate Resource Committee
Regarding SB 85.

I am apposed to the passage of SB85,
for the following reasons:

This Dalton Highway area was closed north of the
Yukon River prior to construction, to off road vehicles
and fire arms. These measures were taken to
protect the wilderness tundra and limited game
resources. This country has a much shorter summer
and more harsh winters. This leads to low
density populations. These means restrictions
are enforced under the game regulations. Miners
may use ORVs to access valid mining claims.

There are several thousand hunters who access
the Brooks Range and North Slope, via the Road,
river boat and aircraft. There is not a need
for a large volume access means. The current
restrictions is how sustained yield is achieved.
A very expensive regulatory system and
population monitoring will need to be funded by
ADF&G if this Bill passes.

The lands north of the Yukon are owned and
administered by US Fish & Wildlife Refuges, National
Park Service, BLM and the State. These lands are
primarily permafrost underlain wilderness. These
lands are subject to extreme degradation by ground
contact ORVs. Ground stabilization is also
expensive.

Senate ⁽²⁾ Bill 85 opposition Comments
Jack Reakoff

The USF&W and the NPS do not allow ground contact ORV use on those lands. Therefore uses will be concentrated on primarily state lands on the North Slope. The oil companies have spent millions of dollars to mitigate impacts to the tundra, by accessing during winter snow cover. SB 85 in one felled swoop ignores those precautions.

Local residents are not allowed to use ground contact vehicles on public lands. We understand these issues, so voice our concern for this short sighted proposal.

Senate Bill 85 should be apposed because (1) The groundcover and Game Resource can not endure the high volume of use this will allow. (2) The expense to the State of Alaska and other managing agencies will be exorbitant. More planning, population surveys, enforcement needs, and ground stabilization measures all will need fiscal appropriation. (3) This would only reallocate limited resources to a new user group, with degradation. (4) These accesses would be concentrated to certain lands of primarily state ownership.

With due respect to every committee member I request due prudence be applied and do not support SB 85.

Sincerely, Jack Reakoff

Mary Jackson

From: Sen. Tom Wagoner
Sent: Tuesday, March 22, 2005 9:37 AM
To: Mary Jackson
Subject: FW: SB 85

From: Syndonia Bret-Harte [mailto:ffmsb@uaf.edu]
Sent: Monday, March 21, 2005 6:46 PM
To: Sen. Tom Wagoner; Sen. Ralph Seekins; Sen. Ben Stevens; Sen. Fred Dyson; Sen. Bert Stedman; Sen. Kim Elton; Sen. Gretchen Guess
Subject: SB 85

Dear Chairman Wagoner and members of the Senate Resources Committee,
My name is Syndonia Bret-Harte, I am research assistant professor with the Institute of Arctic Biology, University of Alaska, Fairbanks, and the Associate Science Director for the Toolik Field Station. I write to you today as a manager of the Toolik Field Station (TFS). As a manager of TFS, I have concerns that off-road vehicle use could harm our extensive research program, which is located primarily within the Dalton Highway Corridor.

TFS is located at mile 284.5 on the Dalton Highway, and has been a national center for Arctic research for 30 years. Research there focuses on the adaptations of animals, birds, insects, and plants to the arctic environment. Research also focuses on the Arctic environment as a whole system, and how this system feeds back to affect global climate patterns. Research focuses on the controls over productivity in arctic ecosystems, and how productivity is influenced by the movement of water, nutrients and sediment between different types of arctic landscapes, as well as between land and freshwater streams and lakes. My own research is focused on how plant species affect the processing of carbon and nitrogen, and how changes in the balance of plant species with climate warming is likely to affect ecosystem function and feedbacks to further warming.

Research at TFS involves monitoring as well as long-term experiments, and much of what we know about the functioning of arctic ecosystems comes from the 30-year record of scientific research at TFS. There are over 13,000 research plots within the Dalton Highway Corridor near TFS. Currently, about 350 researchers work at TFS every year, coming from 70 universities and other institutions representing all 50 states and from some international institutions. The National Science Foundation (NSF) of the United States of America has made a substantial investment in research at TFS. Currently, funding for research at TFS totals \$36,000,000 (averaging \$8,600,000 annually), and the TFS receives annual support from NSF for operations, logistics, facility support and facilities upgrades of approximately \$2,700,000.

More than 500 scientific papers have been published in peer-reviewed journals on work done at TFS, including publications in high-profile journals such as *Science*, *Nature*, *BioScience*, and *Ecology*. Research based at TFS has also been instrumental for critical policy and management documents such as the National Research Council's report on Cumulative Environmental Effects of Oil and Gas Activities on the Alaska's North Slope (2003). The Bureau of Land Management has recognized the area around TFS as Research Natural Area/ Area of Critical Environmental Concern. TFS is the flagship U.S. terrestrial arctic research station, and the NSF anticipates that research activity will continue to grow and expand.

Continued integrity of the landscape is critical to continued federal support of TFS. Currently, off-road vehicle use is prohibited around TFS, except that limited snow-machine use is allowed during a short window in late winter each year, for point-to-point use in support of science, under permit from BLM. Because off-road vehicle use,

3/22/2005

especially by 4-wheelers in summer, can damage vegetation, cause permafrost melting and change drainage paths for water, it could severely compromise our research programs. Many of the nutrients that we follow, such as nitrogen and phosphorus, are present in the environment at very low concentrations. Even if a vehicle does not run over an experimental plot directly, changes in the drainage caused by off-road vehicle use upstream have the potential to affect research negatively.

As a managers of TFS, I urge that off-road vehicle activity be restricted within the Dalton Highway Corridor from mile 275 (Atigun River Bridge #2) to mile 300 (Okskuruyuk Creek Bridge), so that only limited snow machine use is allowed in winter, only in support of science, and only with permits from the land manager. No summer 4-wheeler use near research plots is acceptable, because of the high environmental impact. I urge that this restriction be written in as an amendment to SB 85 or to 19.40.210, because of the magnitude of the research investment at TFS.

If enforcement is adequate, restricting off-road vehicles to snowmachines only in support of science, under permit, from miles 275-300, could meet the needs of TFS. However, I am concerned about enforcement of these restrictions, because the current state trooper with responsibility for the area around TFS is based in Barrow, and the Fish and Game representative based in Coldfoot has to cover almost the entire Brooks Range and the North Slope by himself. The BLM similarly has very few people with responsibility for a very large area.

Passage of this bill should not occur without adequate funding to enforce a restriction on off-road vehicle use from mile 275-300 within the Dalton Highway corridor to protect the scientific integrity of research based at TFS.

Please make these comments part of the official record for SB 85 and for the Senate Resources Committee.

Thank you,

Sincerely,

Dr. Syndonia Bret-Harte
Institute of Arctic Biology
University of Alaska
Fairbanks, AK 99775

--

Dr. Syndonia Bret-Harte
Research Assistant Professor
Associate Science Director, Toolik Field Station
Institute of Arctic Biology
room 311, Irving I Building
University of Alaska
Fairbanks, AK 99775
907-474-5434 or leave message at 907-474-6038
FAX: 907-474-6967

Email Address: <Syndonia.BretHarte@uaf.edu> or <ffmsb@uaf.edu>

3/22/2005

Mary Jackson

From: Sen. Tom Wagoner
Sent: Tuesday, March 22, 2005 9:28 AM
To: Mary Jackson
Subject: FW: New Pom:SB 85 Off-road Vehicle Use On Dalton Highway

-----Original Message-----

From: POMS@legis.state.ak.us [mailto:POMS@legis.state.ak.us]
Sent: Tuesday, March 22, 2005 7:45 AM
To: Sen. Tom Wagoner
Subject: New Pom:SB 85 Off-road Vehicle Use On Dalton Highway

Jesse Venable
Po Box 81073

Fairbanks 99708-1073,
jvenable@acsalaska.net
907-457-2273
907-457-2273

I strongly oppose opening the Dalton corridor to off-road motorized vehicles. Such traffic would destroy the wilderness character of the area, which is already open to appropriate means of access. Senator Seekins also has a conflict of interest: he sells highway vehicles used to transport ORVs.

Mary Jackson

From: Sen. Tom Wagoner
Sent: Tuesday, March 22, 2005 9:27 AM
To: Mary Jackson
Subject: FW: New Pom:SB 85 Off-road Vehicle Use On Dalton Highway

-----Original Message-----

From: POMS@legis.state.ak.us [mailto:POMS@legis.state.ak.us]
Sent: Tuesday, March 22, 2005 8:59 AM
To: Sen. Tom Wagoner
Subject: New Pom:SB 85 Off-road Vehicle Use On Dalton Highway

Joshua Schmidt

Fairbanks ,

I oppose SB85. I do not want to see ATV tracks/mudholes all over the tundra. It is one of the few places I can hunt on foot without having to deal with ATVs. Most of the state is open to them, and they have plenty of places to go.

Mary Jackson

From: Sen. Tom Wagoner
Sent: Tuesday, March 22, 2005 9:38 AM
To: Mary Jackson
Subject: FW: SB 85

-----Original Message-----

From: trainor@acsalaska.net [mailto:trainor@acsalaska.net]
Sent: Monday, March 21, 2005 6:02 PM
To: Sen. Ralph Seekins; Rep. David Guttenberg
Cc: Sen. Tom Wagoner; Sen. Kim Elton; Sen. Gretchen Guess
Subject: SB 85

Your Honorable Senator Seekins, Representative Guttenberg, Chairman Wagoner and Members of the Senate Resources Committee,

I write to express my personal concern about the harmful repercussions of SB 85, repealing the ban on certain off-road vehicle use along the Dalton Highway corridor.

Please make these comments part of the official record for SB 85 and for the Senate Resources Committee.

1) The wildfires of 2004 in Alaska cost \$55 million. Around 60% of wildfires in Alaska occur along the transportation corridors and are ignited by humans. Opening this corridor and other corridors for public access would greatly increase the probability of fire starts in this region, which in turn increases the potential for costly fire suppression.

2. Increasing motorized public access raises security concerns for the Alyeska pipeline, providing more opportunity and potential for vandalism or terrorist acts and requiring costly increased surveillance and law enforcement.

3) The long-term ecological Toolik Lake research station is located within this 5 mile corridor. This research station has a considerable investment in time and federal money and the work there relies on undisturbed tundra for scientific experiments that provide important information about tundra vegetation. Allowing unlimited public access has the potential to irrevocably destroy these long-term experiments through both direct ecosystem damage as well as by increasing the source for invasive non-native species.

4) Rural villages rely on this area for food supply and livelihood. Allowing public motorized access would place unnecessary and unfair pressure on and competition for resources upon which these villages rely.

I therefore emphatically oppose SB 85.

Thank you for your attention.

Respectfully Yours,
Sarah F. Trainor
2710 Monteverde Rd., P.O. Box 84067
Fairbanks, AK 99708

Mary Jackson

From: Sen. Tom Wagoner
Sent: Tuesday, March 22, 2005 9:48 AM
To: Mary Jackson
Subject: FW: atv

On SB 85

-----Original Message-----

From: philip osborn [mailto:wildview@alaska.net]
Sent: Monday, March 21, 2005 2:41 PM
To: Sen. Tom Wagoner
Subject: atv

I oppose allowing atv traffic off the haul road. Keep our promises to the natives. Phil Osborn 1451 Flat Mountain Rd. Fairbanks Ak. 99712

Mary Jackson

From: Sen. Tom Wagoner
Sent: Tuesday, March 22, 2005 9:49 AM
To: Mary Jackson
Subject: FW: atv

Same person on SB 85 - not sure where his letter is.
Amy

-----Original Message-----

From: philip osborn [mailto:wildview@alaska.net]
Sent: Monday, March 21, 2005 2:47 PM
To: Sen. Tom Wagoner
Subject: atv

ps, please include my letter on the committee record. Phil Osborn

Mary Jackson

From: Sen. Tom Wagoner
Sent: Tuesday, March 22, 2005 9:52 AM
To: Mary Jackson
Subject: FW: New Pom:SB 85 Off-road Vehicle Use On Dalton Highway

-----Original Message-----

From: POMS@legis.state.ak.us [mailto:POMS@legis.state.ak.us]
Sent: Monday, March 21, 2005 1:46 PM
To: Sen. Tom Wagoner
Subject: New Pom:SB 85 Off-road Vehicle Use On Dalton Highway

Jesse Reakoff
404 B St Apt 13

Fairbanks 99701,

I am opposed to SB 85. I grew up in the area and lived there for 20 years. There is already a lot of hunting pressure there. To remove the ATV restrictions would put a lot of pressure on the land and animals.

Mary Jackson

From: Florian Sever [zerocut@gci.net]
Sent: Monday, April 11, 2005 9:35 AM
To: Mary Jackson
Subject: Emailing: heavy ATV ruts south side of pond CB Lake 9 04 02

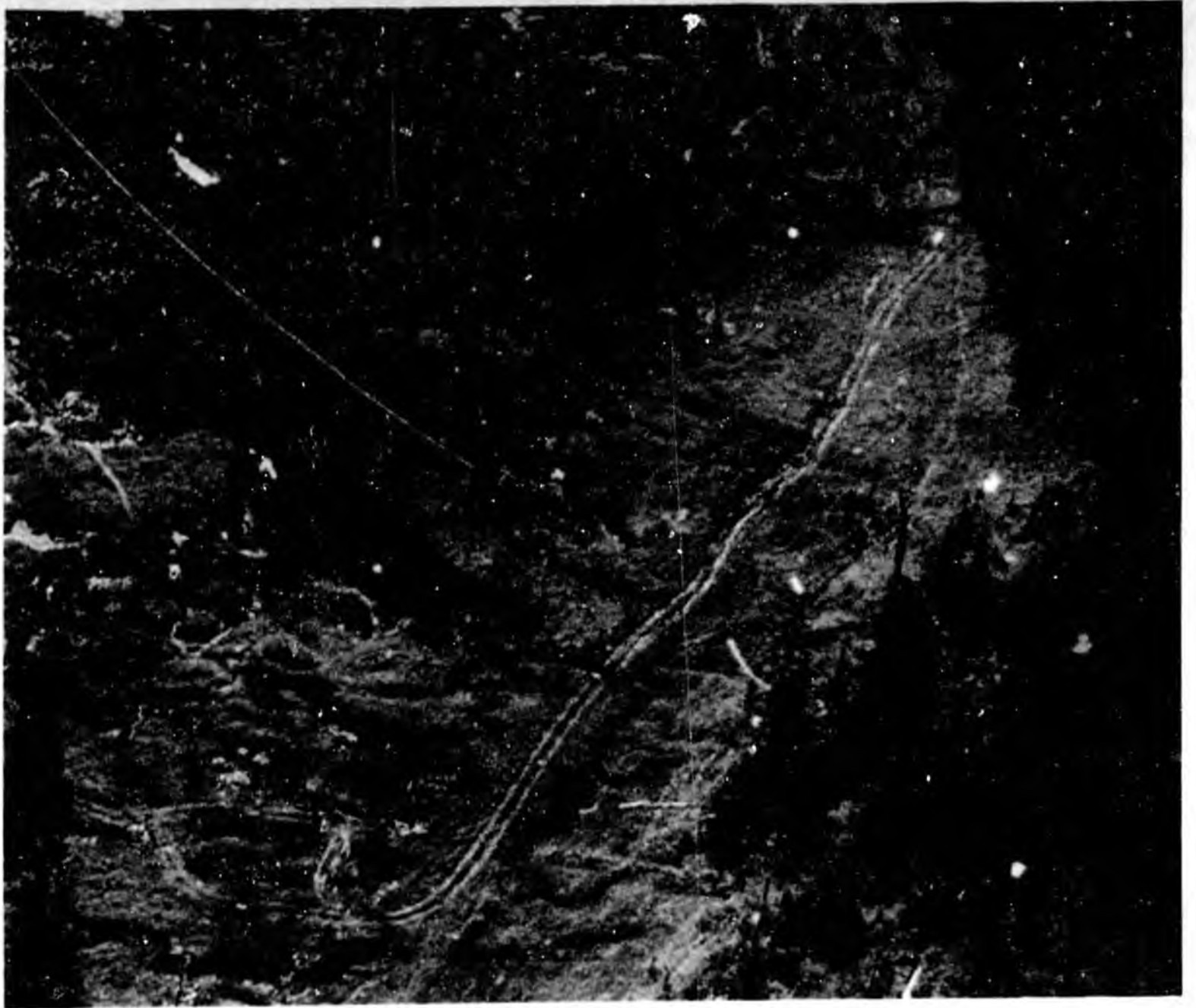
Ms. Jackson:

The attached photo shows fresh OHV tracks in a muskeg on Baranof Island. Please add this to my testimony on SB85.

Florian Sever

The message is ready to be sent with the following file or link attachments:
heavy ATV ruts south side of pond CB Lake 9 04 02

Note: To protect against computer viruses, e-mail programs may prevent sending or receiving certain types of file attachments. Check your e-mail security settings to determine how attachments are handled.



Mary Jackson

From: Florian Sever [zerocut@gci.net]
Sent: Monday, April 11, 2005 9:39 AM
To: Mary Jackson
Subject: Emailing: North Beach cabin Feb 22, 2004

Ms. Jackson:

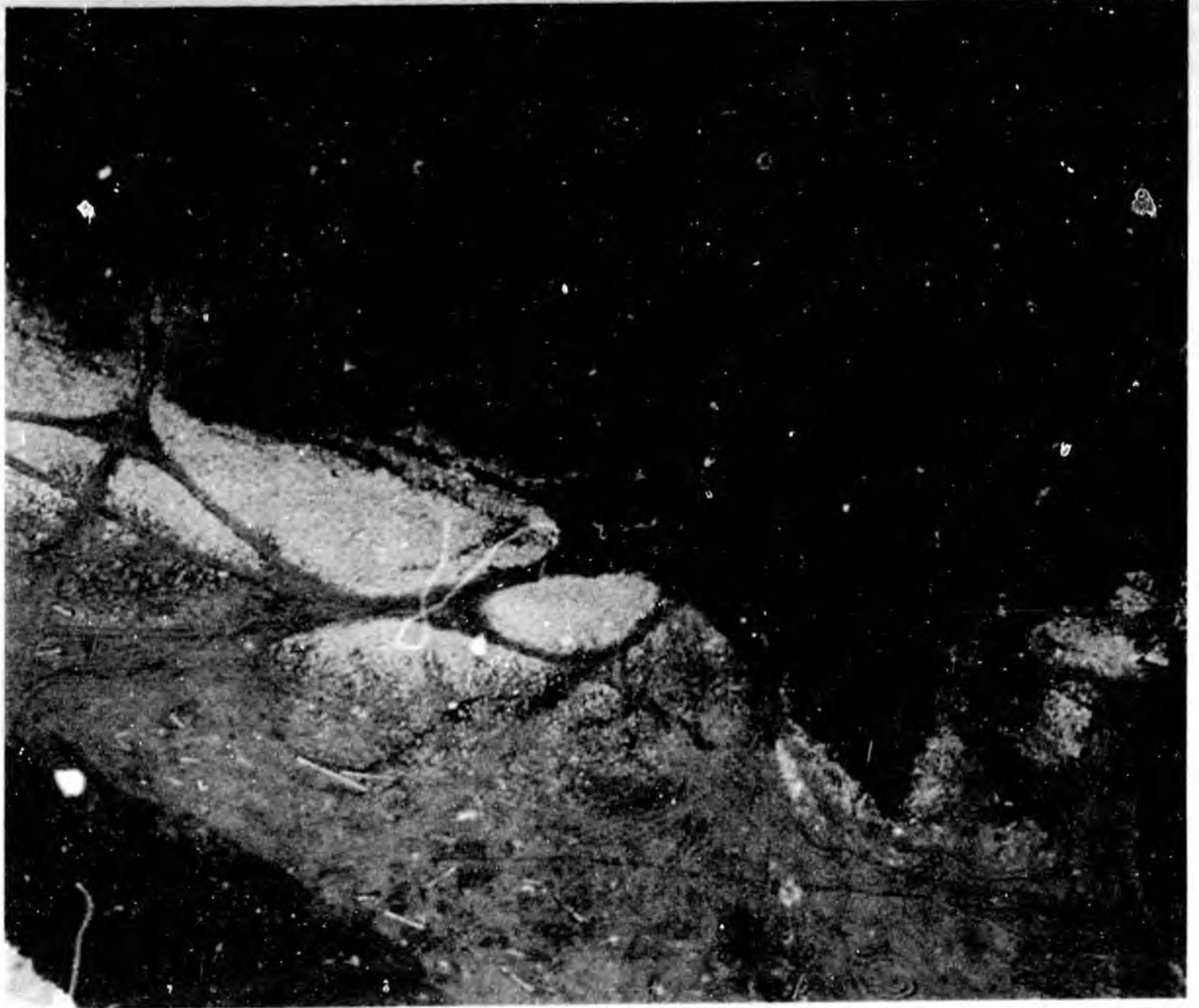
This photo shows extensive OHV damage to beach grass, OHV track in a stream, illegal roads and an illegal structure being used by a group of OHV operators. Please add this to my testimony on SB85.

Florian Sever

The message is ready to be sent with the following file or link attachments:
North Beach cabin Feb 22, 2004

Note: To protect against computer viruses, e-mail programs may prevent sending or receiving certain types of file attachments. Check your e-mail security settings to determine how attachments are handled.

4/11/2005



Mary Jackson

From: Florian Sever [zerocut@gci.net]
Sent: Monday, April 11, 2005 9:33 AM
To: Mary Jackson
Subject: Emailing: More garbage along illegal road N Beach 10 23 02

Ms. Jackson:

Please add this photo to my testimony on SB85. It shows garbage left behind by OHV operators near an illegal road cut by OHV operators on Kruzof Island.

Florian Sever

The message is ready to be sent with the following file or link attachments:
More garbage along illegal road N Beach 10 23 02

Note: To protect against computer viruses, e-mail programs may prevent sending or receiving certain types of file attachments. Check your e-mail security settings to determine how attachments are handled.

4/11/2005



Mary Jackson

From: Florian Sever [zerocut@gci.net]
Sent: Monday, April 11, 2005 9:28 AM
To: Mary Jackson
Subject: Emailing: long shot Lisa Creek ATV damage 8 25 02

Ms. Jackson:

Please add this to my testimony on SB85. The attached photo shows OHV damage done in the early 1990's on Baranof Island. This photo shows the elongated "channeling" that increases the speed of runoff, thereby causing wider and wider channels.

Florian Sever

The message is ready to be sent with the following file or link attachments:
long shot Lisa Creek ATV damage 8 25 02

Note: To protect against computer viruses, e-mail programs may prevent sending or receiving certain types of file attachments. Check your e-mail security settings to determine how attachments are handled.

4/11/2005



Mary Jackson

From: Florian Sever [zerocut@gci.net]
Sent: Monday, April 11, 2005 9:12 AM
To: Mary Jackson
Subject: Emailing: Hillside damage by ATVs - Testimony of Florian Sever

Ms. Jackson:

Please accept this as an addendum to the written testimony I provided to the Senate Resources Committee, dated April 11, 2005. This photo shows extensive soil and vegetation damage done by abusive OHV use.

Florian Sever

The message is ready to be sent with the following file or link attachments:
Hillside damage by ATVs

Note: To protect against computer viruses, e-mail programs may prevent sending or receiving certain types of file attachments. Check your e-mail security settings to determine how attachments are handled.

4/11/2005

