

DALTON HIGHWAY CORRIDOR

\$12.00

DALTON HIGHWAY MASTER PLAN

March 1998

Dalton Highway Advisory & Planning Board
Tony Knowles, Governor

EXECUTIVE SUMMARY

The Dalton Highway Advisory and Planning Board was created by Governor Tony Knowles on June 5, 1995, to craft a master plan for sound economic development, public safety and prudent natural resource management along the Dalton Highway. The plan addresses the impacts of additional public use of the road and the best ways of managing and providing for this use.

The board recommends that initial development occur at five nodes, Yukon River Crossing, Coldfoot, Chandalar Shelf, Happy Valley, and Deadhorse. Expanded commercial services that are *market-driven* should be offered at these nodes. Also, public services that need to be addressed include public safety, sanitation facilities and services, emergency medical services, and information services. Additionally the plan includes fish and wildlife concerns, off-road access and future travel impacts. Recommendations include a seasonal hunter check station and additional trooper enforcement.

Implementing, monitoring and changes to the plan will be accomplished by a group formed through a memorandum of understanding among interested parties, such as Tanana Chiefs Conference, North Slope Borough, Stevens Village, Bureau of Land Management, and the Departments of Natural Resources and Transportation & Public Facilities. The board recommends that the coordination group meet at least once a year to report any progress toward the plan's recommendations or raise issues to be addressed in a given year.

The board chose to terminate its existence at the January 8, 1998 board meeting.

Dalton Highway Advisory and Planning Board Members

- Will Mayo, Co-Chairman Tanana Chiefs Conference, President
- John Shively, Co-Chairman Department of Natural Resources,
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- Tom Allen Bureau of Land Management, State Director
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ARCO Alaska

Alaska Pipeline Service Company

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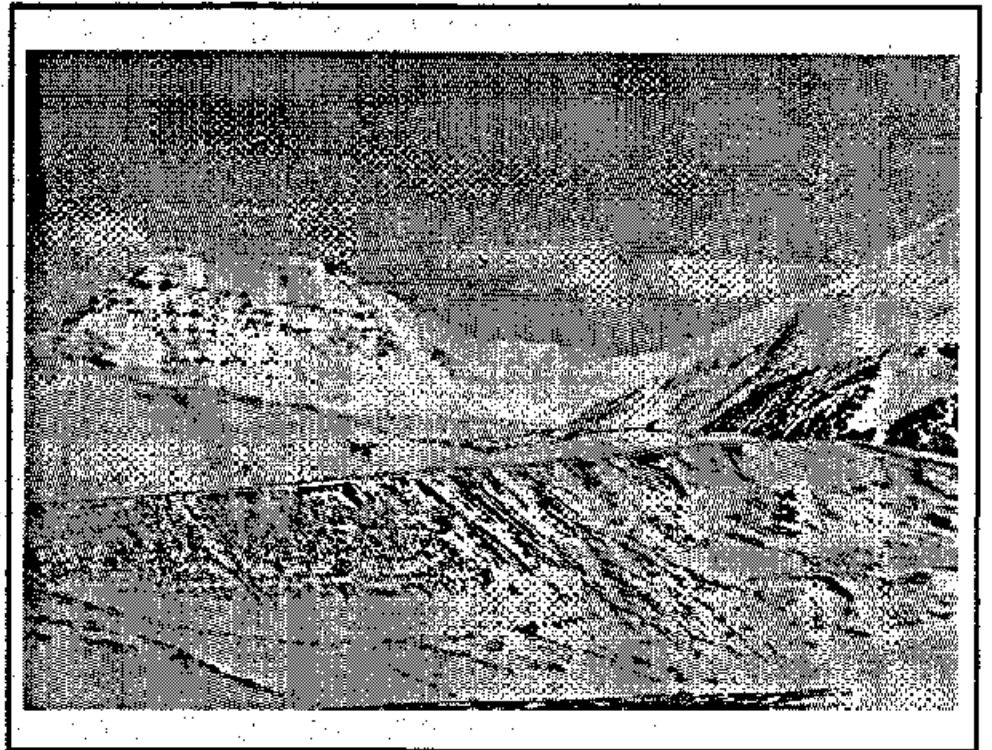
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TABLE OF CONTENTS

EXECUTIVE SUMMARY	i
DALTON HIGHWAY ADVISORY AND PLANNING BOARD MEMBERS	ii
ACKNOWLEDGMENTS	iii
I. INTRODUCTION	1
II. DALTON HIGHWAY BACKGROUND	3
Planning History	3
<i>Bureau of Land Management</i>	3
<i>State of Alaska</i>	4
<i>North Slope Borough</i>	4
<i>Stevens Village</i>	5
<i>Dalton Highway Coordination Group</i>	5
Description of the Planning Area	5
<i>Bureau of Land Management</i>	6
<i>State of Alaska</i>	6
<i>North Slope Borough</i>	6
<i>Private Land</i>	6
<i>Present Facilities</i>	7
Maps & Figures	8
Map 1. Dalton Highway from Yukon River to Deadhorse	8
Map 2. Land Ownership along the Dalton Highway	9
Figure 1. Nodes with Agency Recognition	10
Figure 2. Facilities on the Dalton Highway	11
III. ISSUES	12
A. Corridor-Wide Development Issues	12
<i>Background</i>	12
A-1. Rescue/Medical Emergency Services	13
A-2. Trooper Enforcement & Public Safety	15
A-3. Fish and Wildlife Protection	16
A-4. Off-Road Access	19
A-5. Road Conditions and Travel Impacts	20
A-6. Sanitation Facilities And Public Services	22
A-7. Interpretive Sites And Information Services	24
B. Nodal Issues	26
<i>Background</i>	26
<i>Node Definition</i>	26
<i>Node Designations</i>	27
B-1. Node Location and Number of Nodes	28

B-2. Node Development	30
B-3. Dalton Highway Corridor Land Owner Management Coordination	31
Map 3. Yukon River Crossing Development Node	32
Map 4. Coldfoot Development Node	33
Map 5. Chandalar Shelf Development Node	34
Map 6. Happy Valley Development Node	35
Map 7. Deadhorse Development Node	36
IV. UNRESOLVED ISSUES	37
V. IMPLEMENTATION AND EVALUATION	38
Milestones	38
Plan Implementation and Monitoring	38
Background	38
Monitoring, Modifications, and Amendments	39
VI. GLOSSARY	40
Acronyms	40
Definitions	41
VII. APPENDICES	
Governor's memorandum creating the board	A
Governor's letter (sample) to each board member	B
Alaska Statute 19.40 - James Dalton Highway	C
Dalton Highway Emergency Medical Services Draft Plan	D
General Land Status Map	E
General Status of Alaska Statehood Grants as of January 1, 1994	F

I. Introduction



I. INTRODUCTION

The Dalton Highway began as the "haul road" to support construction of the trans Alaska Pipeline System. Construction of the road began on April 29, 1974 and was completed in five months by contractors working for Alyeska Pipeline Service Company. After construction of the pipeline, the haul road supported operation and maintenance of the pipeline, provided access to the North Slope oil fields and had limited use by the public.

The highway begins at its junction with the Elliott Highway one mile west of Livengood. It ends 414 miles north at the Deadhorse Airport, a few miles from Prudhoe Bay and the Arctic Ocean. The Dalton Highway is the only road that joins the area between the Beaufort Sea and the Yukon River to the rest of Alaska as well as the "lower 48" states.

The State of Alaska Department of Transportation and Public Facilities (DOT/PF) took over maintenance and operation of the highway from Alyeska Pipeline Service Company on October 15, 1978. DOT/PF is responsible for maintaining the highway and its structures, state airports along the highway and state facilities. The Hickel Administration opened the highway to general public travel in 1994. Opening the road has caused additional issues for which the government is responsible.

When a major transportation artery is developed in such a unique and fragile area, there can be major negative impacts to people and resources. Once a pristine area is damaged by unplanned development

spawned by this new transportation artery, there will be no going back.

Thus, now that the road is open to the public, it is in the best interest of residents impacted by the road, as well as the residents of the State as a whole, to carefully plan for facilities and services and then expanded commercial development.

With comprehensive planning, it is possible to protect and enhance the historic, cultural, physical and environmental resources of the Haul Road Corridor, and at the same time allow for clustered commercial development at designated nodes.

Residents from the Yukon River up to the Beaufort Sea have used the corridor area for hundreds of years for subsistence pursuits, traveling, residences, trading and many other purposes. A road now exists and is open to the public. Now is time for public planning and investment in facilities and services to ensure quality development and preservation of resources.

Governor Tony Knowles understood this when he established the Dalton Highway Advisory and Planning Board. The Governor's primary charge to the board (*Appendix A*) and a letter to Dalton Highway Advisory and Planning Board members (*Appendix B*) was designed to ensure careful planning, installing protective measures, and developing quality services. Key excerpts from the Governor's letters regarding the reasons for creating the board and for preparing the Master Plan are:

- Maximize economic development opportunities for Alaskans while minimizing impact on residents of nearby communities, other Alaska users, and wildlife.
- Address the specific concerns of local government and Alaska residents near the road corridor to ensure that there will be adequate planning of land uses, provision for public safety, and protection of fish and wildlife and other natural resources in the corridor.
- Craft a master plan for economic development and prudent natural resource development along the Haul Road. The master plan will address the impact of additional public use of the road and the best ways of managing and providing for this use.
- Once the master plan is in place, allow for the writing of specific land use plans by the owners/ managers that address particular recreational, manage-

ment, or development sites along the road.

- Assure protection for the traveling public and fish and wildlife resources.
- No new development within the corridor until adequate funding is provided to protect the public and the natural resources.

Some might wish to accelerate business opportunities and development and worry about services and infrastructure later when problems emerge. But the Governor has set a higher standard — adequate services and facilities first then leasing and development in designated nodes.

The Master Plan by the Dalton Highway Advisory and Planning Board, with input from the public, is presented to help meet that high standard for the entire route of the road.

Nothing in this plan is intended to conflict with federal, state, or local laws or regulations.

II. Dalton Highway Background

<u>Page</u>	
3.	Planning History
5.	Description of the Planning Area
8.	Maps & Figures



II. DALTON HIGHWAY BACKGROUND

Planning History

Specific management plans are a product of the land manager/owner. The following is a brief history of planning along the Dalton Highway Corridor.

Bureau of Land Management. Land use planning is the foundation on which all Bureau of Land Management (BLM) activities are based. The Utility Corridor was created by Public Land Order (PLO) 5150 on December 30, 1971, to protect the route of the trans-Alaska Pipeline. The PLO withdrew the corridor from mineral leasing and location, settlement, and state and Native selections. A Management Framework Plan (MFP) for the corridor, completed in 1979, provided specific guidance for the assumed continued federal management of the area.

The MFP identified program objectives which supported the primary function of the corridor as a transportation and utility corridor while providing for multiple use management. The plan included:

- creation of "development nodes" at areas disturbed by pipeline and road construction where new facility development would be concentrated
- development of rest stop facilities, provisions for litter and outhouses
- amendment in 1983 to allow state selection of lands from Washington Creek to the Yukon River. These

lands were subsequently selected by and transferred to the State.

The Recreation Activity Plan for the Dalton Highway and the Utility Corridor was completed in 1982 and outlined a program specific activity plan "tiered" to the MFP. The focus was on recreation management; however, lack of funding prevented implementation to any significant degree. In 1991 the Utility Corridor Resource Management Plan (RMP), a general land use plan, was written and superseded the MFP. The RMP included the following:

- identified the primary corridor function as a transportation and utility corridor emphasizing a balance of resource uses
- designated "development nodes" at Yukon River Crossing, Chandalar Shelf, Happy Valley and Coldfoot
- allowed state selection and subsequent transfer of approximately 700,000 acres of corridor lands to the State of Alaska (including the Coldfoot node and land north of Slope Mountain)
- recognized unique recreational opportunities and increasing recreational use of the corridor
- created the Dalton Highway Special Recreation Management Area; created thirteen other special management areas to protect a variety of important resources.

The Dalton Highway Recreation Area Management Plan (RAMP) completed in October 1991 focuses on recreation management along the Dalton Highway. This "step-down" plan was prepared as a direct consequence of the Utility Corridor RMP designation of the Dalton Highway (Special) Recreation Management Area. This plan guides BLM's recreation facility development along the Dalton Highway.

State of Alaska. AS 19.40 and its amendments established the James Dalton Highway, provided for commercial traffic, public use of the highway, prohibited disposal of lands within five miles of the highway right-of-way, and established development nodes at: Yukon River Crossing, Coldfoot, Happy Valley, Franklin Bluffs and Deadhorse (*Maps 3 through 7*). State land within the development nodes are not available for disposal if selected by a municipality [AS 19.40.200(e)].

North Slope Borough. The North Slope Borough (NSB) has a long history in planning and regulating development activities along the Dalton Highway.

- **Borough Incorporation.** The NSB was incorporated in 1972 and as such assumed the powers stipulated under AS 29 regarding planning and land use regulations, including zoning powers, over all land in the borough.
- **Zoning Designation.** Between 1972 and 1979 the NSB adopted zoning and regulatory instruments in order to manage development along the Dalton Highway and in adjacent

areas. A Highway Related Development District was created.

- **Historic District Overlay Zone.** In 1979 the NSB Assembly approved an overlay zone for the Galbraith Lake area, creating a Historic District.
- **Haul Road Area Comprehensive Policy Plan.** The NSB adopted this plan in 1980. The BLM-designated Haul Road Corridor delineation was adopted by the NSB as the Haul Road Corridor, ranging from 12 to 24 miles wide. The plan is predicated on and supports the activities of an industrial-use only road.
- **Borough Comprehensive Plan.** The Comprehensive Plan (1983) addresses a broad range of planning and development issues. A Transportation Corridor District which supersedes the highway-related development zone was established.
- **Coastal Zone Management.** Finalized in 1985, this plan reinforces the Borough Comprehensive Plan in those areas pertaining to the Dalton Highway.
- **Comprehensive Plan Update.** Beginning February 1995, the NSB began updating the 1983 Borough Comprehensive Plan. This effort has identified the Haul Road Corridor as a component of the overall comprehensive plan. The most significant focus is to accommodate the changed nature of the road from a

principally industrial use to one open to the general public.

Stevens Village. In 1991, the Stevens Village Council adopted a Comprehensive Land Use Plan for the village's Traditional Lands. The purpose of the document is to communicate the council's views, concepts, and values to the future generations of the village as well as to other land managers and planners. The plan covers a broad range of topics, including cultural resources, subsistence, tourism, timber harvest, etc. It also encourages co-management of its Traditional Lands.

Dalton Highway Coordination

Group. Early in 1994, management from BLM Arctic District, and DOT/PF Northern Region began discussing how best to meet their responsibilities in the Dalton Highway Corridor. These two agencies recognized that there were many different entities which had interests. The goal was to create a mechanism to bring all of the interests together, (not just one time, but over time); and to identify concerns and problems and propose solutions.

The invitation to the first group meeting stated, "The session will be for the purpose of organizing, exchanging topics of interest, discussing the purpose and future form of the group and determining the schedule and participants for future meetings."

Participants from industry, civic organizations, agencies, the University of Alaska, Native corporations, special interest groups and others met in October 1994 to discuss Dalton Highway issues. The road opening was not generally supported by the participants. However, the

coordination group tried to address issues associated with the opening rather than argue whether it should be opened.

With public use of the entire road expected in spring 1995, another meeting was held in February 1995 to "review programs and coordinate efforts to a larger degree, and receive input from interested groups." The questions were "How do we manage the highway now that it's open and how do we best serve the public?" After discussing those questions, four committees were charged with developing recommendations that could be used by the entire Dalton Highway Coordination Group. Those committees were assigned the following issues:

- communications
- information and interpretation
- sanitation
- public safety.

In April 1995, the group met to discuss the findings and committee recommendations. The group's function was to make recommendations to agencies and to governments with jurisdiction for various activities, facilities and resources in the Dalton Highway Corridor. The coordination group's activities are currently "on hold" pending some direction on how to coordinate with the governor-appointed Dalton Highway Advisory and Planning Board.

Description of the Planning

Area (See Maps 1 and 2 and Figures 1 and 2)

The 414-mile Dalton Highway begins at Milepost 73.1 on the Elliott Highway and ends for the general public at Deadhorse, a

few miles from Prudhoe Bay and the Arctic Ocean.

Bureau of Land Management. BLM manages land from the Yukon River to just north of Slope Mountain (Milepost 56 to Milepost 300), excluding the Coldfoot node which is managed by the State. The highway includes part of BLM's utility and transportation corridor. PLO 5150 withdrew lands for this corridor.

State of Alaska. The state is the land manager of the Coldfoot node (MP 173-181) and the lands north of Slope Mountain to the Arctic Ocean. Under AS 19.40, the state may not dispose of state land within five miles of the highway ROW, except in the nodes.

North Slope Borough. Additionally, the NSB boundaries encompass much of the Dalton Highway north of Slope Mountain. Borough zoning and planning authority affects all development in this area.

Under the Municipal Entitlement Act (Alaska Statute 29.65), the NSB received an entitlement of 89,850 acres. The borough's selection applications included three areas along the Dalton Highway and land at Deadhorse.

- **Deadhorse Airport.** This selection covers the Deadhorse airport and state land south of the airport. The Department of Natural Resources (DNR) proposed a decision to convey 886 acres to the borough and retain 784 acres in state ownership. DOT/PF manages the land proposed to be retained by the state. The land to be conveyed lies south of this and includes about 1.25 miles of the Dalton Highway.

- **Franklin Bluffs.** This selection is on the Dalton Highway approximately 35 miles south of Deadhorse. DNR's proposed decision would convey 5,383 acres to the borough at this location and disapprove 507 acres, including a DOT/PF maintenance facility, pipeline ROWs, and the Dalton Highway ROW.

- **Pump Station 2 (North of Happy Valley).** This selection is approximately 60 miles south of Deadhorse on the Dalton Highway. DNR's proposed decision would convey 1,906 acres to the borough at this location and disapprove 393 acres, including the pump station, pipeline ROWs, and the Dalton Highway ROW.

- **Happy Valley.** This selection is approximately 75 miles south of Deadhorse on the Dalton Highway. DOT/PF wants the airstrip, material sites, and significant acreage for future expansion. DNR proposes to retain the airstrip and material sites but convey adjacent lands to the borough. The borough would like ownership of the entire area, including the airstrip. At issue here is how much land needs to be retained by the state for the Happy Valley airstrip. At the time of this writing, DNR is in the process of making a decision for long-term ownership/ management of the node. The gravel pad is contaminated and is an issue yet to be resolved.

Private Land. There are privately owned parcels adjacent to or near the Dalton Highway that may be developed at the owner's discretion. These lands include 15

to 20 parcels at the Yukon River Crossing; 4 to 7 Native Allotments between Yukon River Crossing and Coldfoot; one parcel north of Coldfoot; the village of Wiseman, just north of Coldfoot; and 2 parcels near Nutirwik Creek (between Wiseman and Dietrich).

Present Facilities. Facilities found along the Dalton Highway are primarily clustered at three of the development nodes: Yukon River Crossing, Coldfoot, and Deadhorse. There is limited service at Happy Valley and none at Chandalar Shelf, Material Site 119-4 and Franklin Bluffs. In addition, there are private facilities along the road, such as in the community of Wiseman.

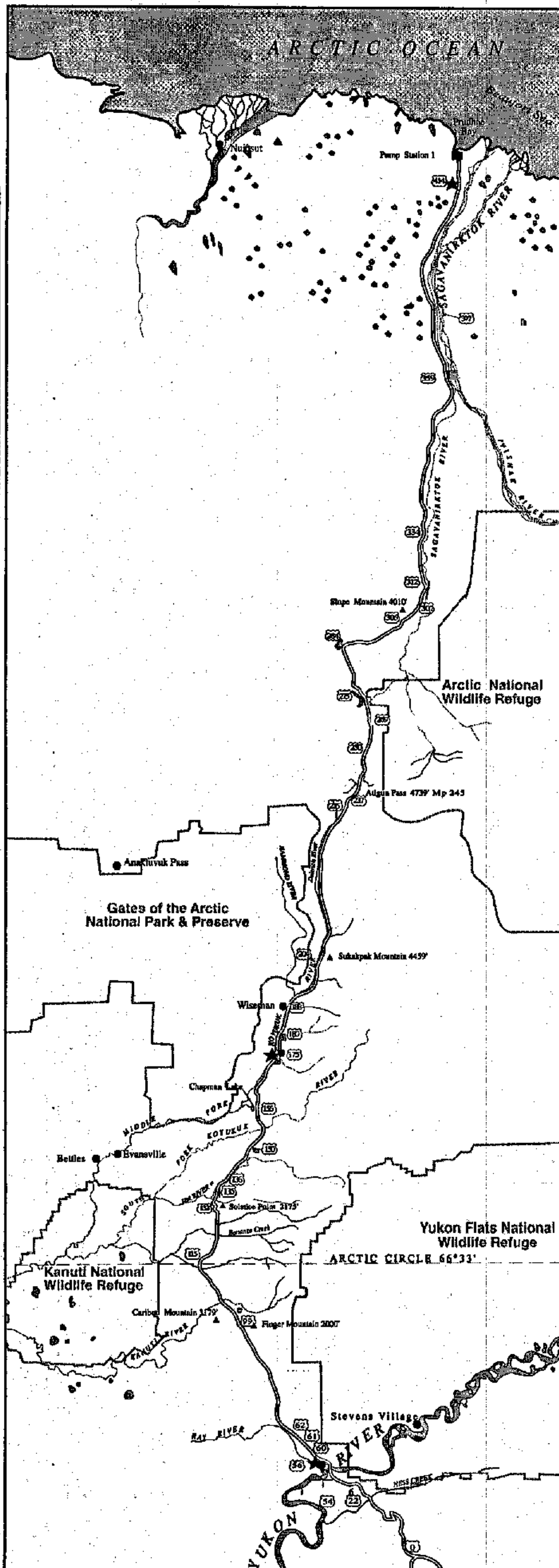
Dalton Highway Corridor Map*

* Refer to Facilities Chart

- Legend**
- Development Nodes**
- ★ Year-round Services
 - ★ Limited development
 - Ⓜ Milepost marker
 - ▨ BLM-managed land



Scale in miles
0 6 12 18 24
16 Jan 1998













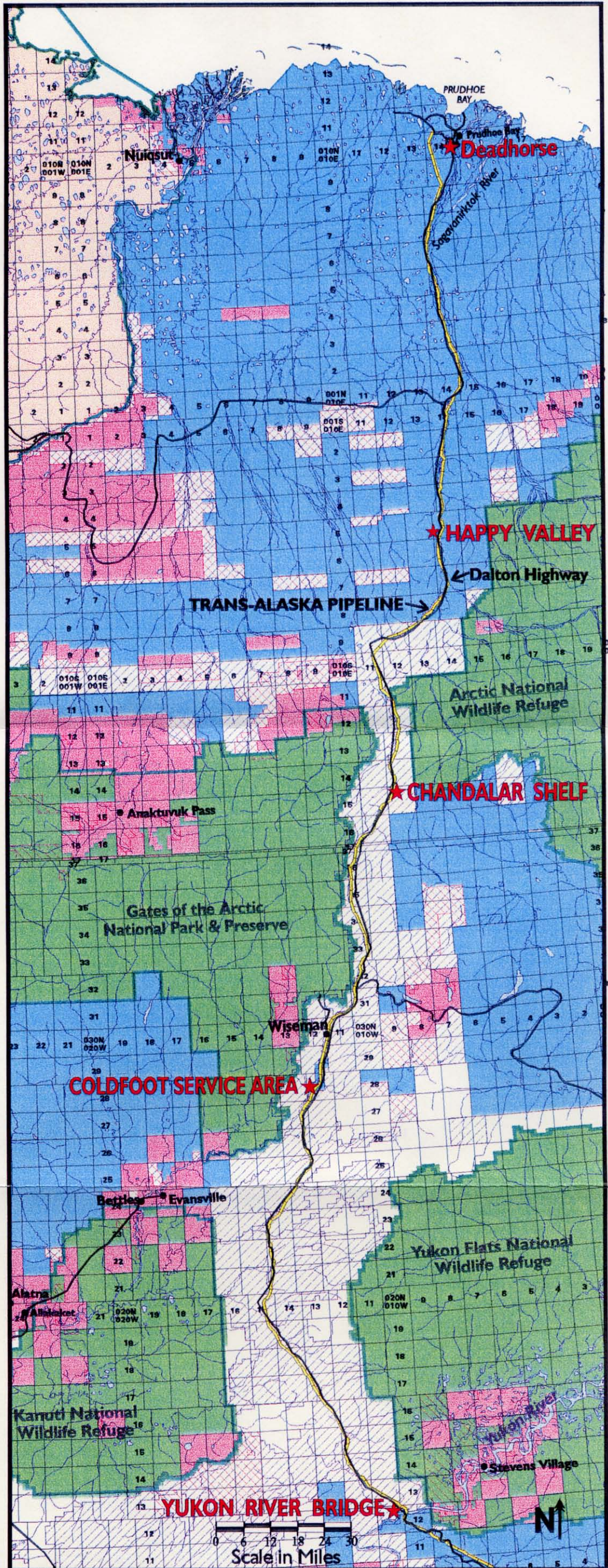
Milepost

- 116 Deadhorse ★
- 377 Franklin Bluffs
- 838 Pump Station 2
- 836 Happy Valley ★
- 812 Pump Station 3
- 807 Material Site 119-4
- 806 Slope Mtn.
- 805 Toolik Lake
- 775 Galbraith Lake
- 665 Pump Station 4
- 654 Spike Camp Creek
- 627 Chandalar Shelf
- 626 Upper Dietrich
- 614 Sukakpak Mtn.
- 613 Wiseman
- 612 Marlon Creek
- 611 Coldfoot Service Area ★
- 610 S. Fork Koyukuk
- 609 Grayling Lak
- 608 Pump Station 5
- 607 Prospect/Jim R./Bettles Winter Tr.
- 606 Gobblers Knob/Solstice Pt.
- 605 Arctic Circle
- 604 Finger Mtn.
- 603 Seven Mile
- 602 Five Mile
- 601 Sixty Mile
- 600 Yukon River Crossing ★
- 599 Pump Station 6
- 598 Heas Creek
- 597 Livengood

DALTON HIGHWAY CORRIDOR MAP

DALTON HIGHWAY CORRIDOR LAND OWNERSHIP

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



March, 1998

Figure 1. Nodes with agency recognition.

Milepost	Node	Current Manager	Current Node Authorization					Comments
			AS 19.40.200(b)	BLM RMP/EIS and ROD	NSB Comprehensive Plan	DOT&PF	Year-round Services	
56	Yukon River Crossing	BLM	*	*			*	State topfiled under ANILCA 906(e)
175	Coldfoot	DNR	*	*			*	
237	Chandalar Shelf	BLM		*				State topfiled under ANILCA 906(e)
307	Material Site T19-4	DNR	*	*	*	*	*	Selected by NSB; near Pump Station 5
334	Happy Valley	DNR	*					Selected by NSB; ILMA applied by DOT
377	Franklin Bluffs	DNR	*	*	*	*	*	Selected by NSB; ILMA applied by DOT
414	Deadhorse	DNR	*		*	*	*	Selected by NSB; DOT ILMA

Figure 2. Facilities on the Dalton Highway

Milepost	Development Site	Airport	Airstrip (no services)	Boat launch - developed	Campground - fee	Camping area - undeveloped	Dump station	First Aid	Food	Gas	Industry/Government facility	Information/Visitor Center	Interpretive site	Landfill	Litter receptacle	Lodging	Outhouse	Picnic area	Post Office	Potable water	Restrooms	RV campground - hookups	Scenic viewpoint	Showers	Telephones	Tow truck/minor repairs	Trail head
0	Livengood		X								X																
22	Hess Creek												p			R											
34	Pump Station 6										X																
N 56	Yukon R. Bridge (N side)			X				X	X		X	X		X	X		X			X			X	X	X		
60	Sixty Mile				p	X	p						p		X					X				X	X	X	
61	Five Mile		*																	X							p
62	Seven Mile										X																
99	Finger Mountain												X	X		X							X				
113	Arctic Circle				p	X						X	X	X	X								X				
132	Gobblers Knob/Solstice Pt. Rec.												p	X		X							X				
135	Prospect/Inn R./Bethel's winter trail			p	p	X							p	p	p	p	p										p
136	Pump Station 5/DOT maintenance	X									X																
150	Gravelly Lake												p	p	p	p											
156	South Fork Koyukuk													X		X											
N 173	Goldfoot service area	X				X	X	X	X	X	X	X		X	X		X	X	X	X	X		X	X	X	X	X
180	Marion Creek			X							X			X		X				X							X
185	Wiseman			X					X																		X
204	Sukakpak Mtn. Wayside												p	X		X							X				
213	Upper Diemich												p	X		p							X				
N 237	Chandalar Shelf		X								X		p	p									X	X			
243	Atigun Pass/ Continental Divide												p														
250	Spike Camp Creek													p		p											

X = Existing facilities, p = Planned (official planning document)
 * = Current exclusive use located on right-of-way (proposed closure by BLM)
 N = Node (existing or potential)
 R = Dalton Hwy Coordination Group recommended "near beginning of Dalton Highway and north of MP 300. Logical locations would be at Happy Valley and near Hess Creek."

Figure 2. Facilities on the Dalton Highway

Milepost	Development Site	Airport	Airstrip (no services)	Boat launch - developed	Campground - fee	Camping area - undeveloped	Dump station	First Aid	Food	Gas	Industry/Government facility	Information/Visitor Center	Interpretive site	Landfill	Litter receptacle	Lodging	Outhouse	Picnic area	Post Office	Potable water	Restrooms	RV campground - hookups	Scenic viewpoint	Showers	Telephone	Tow truck/minor repairs	Trail head
269	Pump Station 4										X																
274	Galbraith Lake Wayside																										
275	Galbraith Lake Campground		X	p	p	X					X			X	X		p					X					p
284	Toolik Lake Research Nat. Area										X																
289	Toolik Lake Overlook												p														
304	Slope Mountain / Sag R. DOT										X														X		
N 307	Material Site 119-4																										
312	Pump Station 3										X																
N 334	Happy Valley	p	**		R			R		X				R	X [^]	R										R	
339	Pump Station 2											X															
N 377	Franklin Bluffs																										
N 414	Deadhorse	X				X	X	X	X	X				X	X	X	X	X	X	X	X	X	X	X	X	X	X

X - Existing facilities, p - Planned (official planning document)

N - Node (existing or potential)

R - Dalton Hwy Coordination Group recommended "near beginning of Dalton Highway and north of MP 300. Logical locations would be at Happy Valley and near Hem Creek."

[^] Denotes seasonal service (April - Sept.)

** Officially closed, use at owner's risk

NOTE: Facilities at Happy Valley were destroyed by a fire in 1997. No plans for rebuilding the facilities have been made.

III. Issues



<u>Page</u>	
A.	Corridor-wide Development Issues
A-1	Rescue/Medical Emergency Services
A-2	Trooper Enforcement and Public Safety
A-3	Fish and Wildlife Protection
A-4	Off-Road Access
A-5	Travel Impacts
A-6	Sanitation Facilities and Public Services
A-7	Interpretive Sites and Information Services
B.	Nodal Issues
B-1	Node Location and Number of Nodes
B-2	Node Development
B-3	Dalton Highway Corridor Land Owner Management Coordination

III. ISSUES

The highway traverses some of Alaska's most remote wilderness and lacks many services the public may be accustomed to, including: RV dump stations, restrooms, emergency medical services, as well as limited availability of food, water, gasoline, telephone, lodging and tire repair.

The road has narrow, soft shoulders and steep grades. The width of the road and conditions of shoulders vary along the highway. Depending on weather, drivers may encounter blinding dust or a slippery road surface. Heavy rains may wash out bridges or the roadway. Also, fast moving tractor-trailer rigs and large tour buses may be encountered.

A. Corridor-Wide Development Issues

Background. Increased public use of the Dalton Highway raises the potential for adverse impacts to many of the resources within and adjacent to the corridor. The Board limited its discussion to the following issues:

- Rescue/Medical Emergency Services (A-1)
- Trooper Enforcement and Public Safety (A-2)
- Fish and Wildlife Protection (A-3)
- Off-Road Access (A-4)
- Road Conditions and Travel Impacts (A-5)
- Sanitation Facilities and Public Services (A-6)
- Interpretive Sites and Information Services (A-7)

A-1. Rescue/Medical Emergency Services

Issue Statement: There is a lack of adequate public emergency medical services and no safety response program on the Dalton Highway.

Background:

Immediate emergency medical service response is not available in the highway corridor. Lack of adequate telephone communication, isolated wilderness terrain and sparse population limit medical response to bystander/first responder assistance and aeromedical evacuation by either of two fixed-wing private medevac services. In multiple casualty incidents, medical teams from Fairbanks will be dispatched to the scene for onsite treatment. Rotary wing medevac support is also available from the 283rd Medical Detachment which provides Military Assistance to Safety and Traffic (MAST) support to the civilian sector and to Department of Defense (DOD) personnel/dependents and certain DOD civilians. MAST is limited in that it is not activated unless the private civilian assets are unavailable or the patient or event is not accessible by fixed wing aircraft. It is also restricted to responding to emergencies up to MP 110 of the highway without having to obtain special permission from Elmendorf Air Force Base. The Alaska State Troopers (AST), along with other agencies operating along the corridor have a variety of aircraft available on a seasonal basis. These aircraft resources are not designed or equipped for medical evacuation and would not normally be used for this purpose. The North Slope Borough currently has some search and rescue capabilities and also has aeromedical response between Prudhoe Bay and Atigun Pass. The North Slope Borough does not have direct responsibility but does coordinate volunteer efforts for medical emergencies with the Alaska State Troopers. Currently there is no integrated radio communication between corridor agencies and private business along the highway. Installation of fiber optics cable and satellite radio communications is expected to provide better communication assistance.

The board appointed Craig Lewis, Interior Region Emergency Medical Services Council, Inc. (IREMSC) as chairperson for the Emergency Services Subcommittee May 14, 1996. Mr Lewis was asked to do the following:

- Prepare and recommend a comprehensive emergency medical services and general response plan for the Dalton Highway.
- Prepare and present the fiscal implication/requirements to implement the plan.
- Prepare and present an equipment list for materials needed to implement the plan.

Recommendations:

- Adopt "Recommendations for immediate action" from *the Dalton Highway Emergency Medical Services Draft Plan*:
 1. Coordinate pre-hospital training (Emergency Trauma Technician) for all personnel that regularly or seasonally work on or are traveling on the Dalton Highway.
 2. Purchase basic first aid and emergency medical supplies that can be carried by trained individuals or placed in vehicles that travel the Dalton Highway.
 3. Write individual state agency/department policies that require employees to stop at the scene of an accident or medical emergency.
 4. Coordinate a communication plan that uses existing systems for purposes of emergency medical care.
 5. Write and publish informational brochures that contain emergency medical/emergency information. Place brochures at RV parks, weigh stations, information sites, parks, and other locations where Dalton Highway travelers would likely pick them up.
- Complete mutual aid and inter-service agreements necessary to address jurisdictional issues and enhance interagency cooperation.
- Assess financial capability by all responsible parties.
- Adopt and implement subcommittee *Dalton Highway Emergency Medical Services Draft Plan [Appendix D]*.

Implementation considerations:

- Use Division of Information Services (Telecommunications) published report on call boxes.
- Include the north slope area in the planning of emergency medical services.
- Include the MFS Network Technologies, Inc. fiber optics cable project in the planning of emergency services.

A-2. Trooper Enforcement & Public Safety

Issue Statement: Increased usage will bring demand for additional public safety services.

Background:

By February 1, 1998, one Alaska State Trooper will patrol the Dalton Highway five days out of each month from Fox to Deadhorse. Additionally, the AST will provide emergency response on an as-needed basis. A Fish and Wildlife trooper is assigned at Coldfoot to patrol the area from the Yukon River Crossing to Prudhoe Bay, providing service to settlements and mining camps along the pipeline corridor. The NSB does not patrol the highway.

AST posts can be opened at the discretion and direction of the commissioner and the director of the division. This decision is based not only on the number of requests for service but upon the cost of providing the service. Factors include: seriousness of offenses, frequency and complexity of requests, costs associated with establishing a trooper post, and the loss of a trooper position from an existing assignment.

Recommendations:

- Encourage AST to fund another officer position on the Dalton Highway if traffic volume warrants.
- Encourage AST to provide 24-hour presence along the Dalton Highway from May 15 to September 30.
- Conduct periodic (minimum one time a year) commercial vehicle safety inspection and measurement standards.
- Encourage agencies to coordinate and form cooperative agreements to provide for public safety.
- Encourage AST to explore the use of "COPS FAST" program or other federal grant program to fund a dedicated trooper position.
- *Long-term:*
Assess traffic-volume-to-enforcement-officer ratio and set a standard for when another trooper is needed.

A-3. Fish and Wildlife Protection

Issue Statement: Opening of the Dalton Highway threatens fish and wildlife through increased access. Adequate fish and wildlife protection must be maintained or improved through ongoing programs.

Background:

Expanding highway use has increased both competition for fish and wildlife resources and the possibility of conflict between local residents and visiting hunters and anglers. For example, the land along the Dall River, accessible from the Yukon River, is an area of concern to residents of Stevens Village. Additionally, residents of communities along the Koyukuk River are concerned about hunters accessing the river from the highway. Efforts to mitigate these conflicts are often confused by the variations in land ownership and the jurisdiction of state and federal agencies, coupled with differing regulations for seasons, bag limits, means and methods of harvest and access. The issues associated with subsistence and allocation of fish and game can be addressed through local advisory boards as well as the Boards of Game and Fisheries coupled with adequate enforcement measures.

AS 16.05.789 prohibits hunting with firearms north of the Yukon River within five miles on either side of the highway. In certain periods, hunting with bow and arrow is permitted. On federal land, hunting with firearms is allowed for qualified rural residents. The lack of useful documentation of the effects of increased public use of the road compounds the problem.

A hunter check station was established by the Alaska Department of Fish and Game (ADF&G) on the Dalton Highway to monitor hunting pressure within the Dalton Highway corridor and in game management units (GMU) adjacent to the highway. The primary missions for the check station were game harvest inventory and hunter education. Enforcement of game regulations was a secondary consideration for the following reasons: 1) enforcement is not a primary goal for ADF&G; 2) only one of two persons operating the station was deputized to enforce game regulations; and 3) enforcement might interfere with the primary missions of the check station.

Surveys were conducted in 1991, 1993 and 1996¹. In 1991, 1,489 hunters filled out questionnaires compared to 1,394 in 1993. Data for 1996 is not as extensive as in 1991 and 1993 due to the limited period the hunter check station was operational. For example, the

¹ Smith, Walter T. *Analysis of Information Collected at the Dalton Highway Hunter Check Station*. ADF&G reports, November 1991, January 1994, and November 1996

percentage of caribou hunters in ADF&G surveys increased from 40.3% in 1991 to 63.7% in 1993 and then dropped to 29% in 1996.

In 1991 and 1993 station personnel witnessed few game violations. Within the first 10 days of operation in 1993, personnel noted more than 20 violations with the majority being failure to leave proof of sex attached to the meat. Other hunters reported seeing firearms being used within 5 miles of the road. In response to this information, State Fish and Wildlife Protection (F&WP) and BLM enforcement officers increased enforcement efforts while check station personnel increased efforts to remind north-bound hunters of restrictions in the Dalton Highway corridor. In 1996 personnel observed more potential violations than would be expected based on 1993 data. This may be due to ADF&G inability to contact hunters before the hunters went into the field. None of the violations witnessed were flagrant. For instance, all the "failure to leave proof of sex" hunters had some sort of collaborative evidence, such as the appropriate parts attached to the hide or in a plastic bag.

Many visitors and hunters along the road have no idea about the Native presence there, the subsistence industry and how that works and what that encompasses, the traditional culture and values, the property ownership patterns, etc. This has resulted in much waste, litter, disrespect, trespass, disruption and overuse of the area along and accessed by the road.

Recommendations:

- Encourage Fish and Wildlife Protection to continue providing one full-time officer.
- Encourage Fish and Wildlife Protection to provide one seasonal officer, July 1 through October 31, for adequate game enforcement or find another full-time position. If activity increases, then provide additional officer(s) to increase protection and enforcement.
- Continue with ADF&G mandatory hunter check station at Yukon River Crossing Aug. 1 through Oct. 31 (for the purpose of gathering information for game management trends: enforcement, education, and subsistence hunting information).
- Devise and implement an education program using, for example, pamphlets and informational signs.
- Encourage coordination efforts between fish and wildlife protection agency programs and local entities, such as tribal governments and native councils.
- Encourage ADF&G to assess the need for hunter check stations at Galbraith Lake and Happy Valley using performance standards, i.e., how much activity warrants a hunter check station. Once assessment is completed, encourage ADF&G to follow through with recommendations.

- Encourage the use of an effective law enforcement program reflecting current needs that may change year-to-year.
- Encourage agencies to address potential wildlife and fish impacts (and customary and traditional uses of the area) before additional leasing occurs and major recreation facilities are developed (such as avoidance of wildlife movement corridors and animal habituation.)
- Encourage ADF&G to monitor trends related to fish and wildlife harvest, using air transportation and the aid of appropriate agencies.

A-4. Off-Road Access

Issue Statement: As traffic increases, the need for more management of foot traffic will be necessary as will enforcement of Off Road Vehicle rules.

Background:

AS 19.40.210 prohibits vehicles off the highway, except for access to mining claims or oil and gas activities. State fish and game regulations prohibit the use of motorized vehicles but make exceptions for aircraft, boats or licensed highway vehicles to transport game or sport hunters within the Dalton Highway Corridor Management Area. Federal subsistence hunting regulations permit the use of snowmachines for subsistence hunting activity on federal lands within the corridor.

Motorized access for other purposes may be allowed subject to regulation by the managing agency. For example, in 1970 DNR established a Special Use Lands designation for state lands within the NSB. The designation specifies that a land use permit is required for off-road travel on those lands. The BLM plan allows snowmachine use but this policy cannot be implemented until the state lifts the off-road vehicle prohibition.

Currently, there is no evaluation system in place to quantify and evaluate off-road impacts. Variables that need to be considered include vehicle type, topography, soil type, vegetation and wildlife. This information can be used to evaluate which habitats or areas can best or least tolerate off-road use.

Recommendations:

- Develop standards to quantify and evaluate which habitats or areas can best or least tolerate off-road use and identify limited off-road access routes for recreational purposes.
- Limit off-road access points, including foot traffic, from the road and focus them to enhance experiences and protect adjacent lands and resources.
- Use signs to educate the public on unauthorized uses and impacts on traditional use areas.
- Use signs to indicate the sensitivity and fragility of arctic tundra to heavy foot and vehicular traffic.
- Evaluate the Wiseman location for suitable off-road use.

A-5. Road Conditions and Travel Impacts

Issue Statement: With public opening of the Dalton Highway and scheduled improvements, there will be increased demand on the resources.

Background:

Since the highway opening in December 1994, visitation has steadily increased on the Dalton Highway (*Table 1*). From limited traffic data, the DOT/PF has extrapolated use of the Dalton Highway. Interestingly, the majority of independent travelers (those not part of a tour group) turn around at the Arctic Circle wayside. Percent of heavy trucks to total traffic volume has remained the same even though there has been a slight increase in overall traffic volume from 1994 to 1996 (*Table 2*). DOT/PF projects traffic volume to grow on an average of 3% a year. The highway south of Dietrich was open to public travel in 1981 and continues to have most of the visitor travel.

Traffic volume data was collected during 1997 from each of the counter locations listed in Table 1 but due to sporadic and heavy local traffic associated with installation of a fiber optic communication line, it may not be possible to interpret meaningful traveler volume information. As of December 1997, analysis of the current year traffic volumes has not been completed.

The annual traffic count program for the route is expected to continue. The results of that counting effort will be available each year in the annual statewide traffic volume report published by DOT/PF.

Table 1. Total traffic volume* by location on the Dalton Highway 1994-1996.

LOCATION	Mile	YEAR		
		1994	1995	1996
Yukon River Crossing	56	291	385	398
Bonanza Creek	125	211	220	320
Dietrich River	206	205	210	185
Kuparuk River	289	174	205	182

* average daily use

Table 2. Percent of heavy trucks to total traffic volume* on the Dalton Highway, 1994-1996.

	YEAR		
	1994	1995	1996
PERCENT (%)	34	33	34

* average daily use

Recommendations:

- Conduct an assessment of adequate facilities and services related to increased road use as they affect corridor management. This will help agencies mitigate travel impacts.
- Encourage DOT/PF to conduct consistent and comprehensive traffic counts and visitor surveys annually for five years.

A-6. Sanitation Facilities and Public Services

Issue Statement: There is a lack of adequate sanitation facilities and public services along the Dalton Highway to protect the environment and public health.

Background:

Provision for sanitation services along the Dalton Highway was sporadic prior to 1992. DOT/PF provided some facilities, depending on operating budget levels. With a shrinking operating budget, and with maintenance of the highway and airports being the highest priority, DOT/PF attention shifted away from sanitation services. Beginning in 1992, and based on the then new BLM Recreation Management Plan, BLM and DOT/PF initiated a cooperative program to provide and maintain sanitation facilities along the route. That program has combined DOT/PF's ability to build such facilities with BLM's ability to maintain them. The two agencies are currently working together to develop the most needed sanitation facilities. A study being commissioned by the North Slope Borough, Bureau of Land Management and Department of Natural Resources will identify and quantify road service and facility needs.

Waste Treatment. Presently, there are no waste treatment facilities (i.e., RV dump stations) open to the general public along the Dalton Highway. An RV dump station at Coldfoot, maintained and operated by Coldfoot Services, is large enough for use by patrons of their campground only. A wastewater facility at "NANA Camp" in Deadhorse is available to commercial bus operators (i.e., Princess and Grayline) and was made available to the general public in 1996 for a fee (\$10 flat rate as of 1997). Waste from public outhouses along the highway is contained in individual 500-gallon steel tanks that are pumped annually. Sewage is transported by truck to Fairbanks for treatment.

Landfills. No landfill sites are currently available for public use. BLM is prohibited by law from leasing land for use as a landfill.² DNR also requires land to be used for landfills be conveyed rather than leased.³ A landfill operated by the NSB located at Deadhorse is available

² The BLM formerly made land available for landfills through Recreation and Public Purpose (R&PP) leases issued to local municipalities, state, or county governments. Due to liability concerns over the placement of hazardous (and other) materials into these sites, it was determined that leasing was unacceptable and thus no longer an option. BLM Manual 2740 states in part "... to lessen Federal liability ... the R&PP Act shall not be used to authorize new sanitary landfill sites on public lands" On November 10, 1988, Public Law 100-648 (102 Stat. 3813) amended section 3 of the Act of June 14, 1926 (R&PP Act) and authorizes the Secretary to convey (not lease) public lands for the express purpose of solid waste disposal. This is known as the R&PP Act Amendment of 1988. The new regulations for implementing the 1988 Amendment are contained in 43 CFR 2743 and outline the procedures for transfer.

³ AS 38.05.810(a) allows disposal or sale of state land to tax exempt, non-profit groups formed solely for solid waste facility.

for public use. However, policy has been to accept only (non-hazardous) waste generated within the NSB. This landfill is located beyond oil field security checkpoints.

Potable water supply. Potable water is available to the public at two BLM-managed sites along the highway: Sixty Mile (near the Yukon River Crossing) and Marion Creek (near Coldfoot). Potable water for RVs is available at Coldfoot Services and Service Area 10 in Deadhorse for a fee.

Campgrounds. Two campgrounds exist within the Coldfoot node: one operated by BLM at Marion Creek and a privately operated one at Coldfoot Services. Three other "unimproved" campgrounds exist at Sixty Mile, Arctic Circle and Galbraith Lake. Limited services also exist at Wiseman [See Figure 2, p. 17].

Waysides. Litter barrels and outhouses are available at the following locations [See Figure 2, p. 17 for a list of other services available at these sites]: Sixty Mile, Finger Mountain, Arctic Circle, Gobblers Knob, South Fork Koyukuk, and Sukakpak Mountain. Facilities are proposed at Prospect/Jim River, Grayling Lake (1999), Upper Deitrich (1999), Galbraith Lake Wayside (2000), and Toolik Lake Overlook (2000).

Recommendations:

- Encourage private businesses to provide public services such as RV dump stations.
- Short-term:
 1. Encourage BLM to finish 60-Mile dumpstation (projected completion in 1998).
 2. Provide RV dump station at Deadhorse.
 3. Provide public trash cans at Deadhorse.
 4. Provide public restroom facilities at Happy Valley.
 5. Provide potable water at Deadhorse.
 6. Require DOT/PF to install highway directional signs for existing facilities (i.e., gas, emergency facilities, litter, etc.).
 7. BLM, DNR and DOT/PF should cooperate in assessing additional turn-outs/rest area facilities where needed; adequate spacing, type of facility, etc. should be considered.
 8. Provide litter receptacles and RV dump station at Happy Valley.
 9. Construction of additional facilities should address future maintenance needs.
- Long-term:
 1. Build adequate facilities as needed for dump stations, landfills, potable water.
 2. Encourage DOT/PF to evaluate and coordinate (minimum every three years or earlier if traffic volume warrants) with other agencies to assess highway needs and place facilities where needed, including campgrounds.
 3. Encourage the state to fund a program for maintenance of facilities.

A-7. Interpretive Sites and Information Services

Issue Statement: There is a lack of interpretive sites and information signs along the Dalton Highway.

Background:

Currently, the BLM operates the Yukon River Crossing Visitor Contact Station supplying visitors with travel information. BLM, U.S. Fish & Wildlife Service (USF&WS), and National Park Service (NPS) co-sponsor the Coldfoot Visitor Information Center which provides travel information and offers nightly presentations and exhibits on northern topics. Visitors can learn about the natural and cultural history of the corridor at wayside interpretive exhibits located at Yukon River Crossing, Finger Mountain and Arctic Circle. In Fairbanks, information services are available at the Alaska Public Lands Information Center (APLIC), the Fairbanks Convention and Visitors Bureau (FCVB) and BLM offices. There is a visitor information radio frequency available near Fox.

Sites provide a variety of interpretive opportunities, e.g., wildlife, natural history, historical sites, etc. Services/facilities should be provided as appropriate to specific needs and functions. Commercial activities should not be included at the interpretive sites.

BLM has proposed the following sites for information signs and displays: Hess Creek (1999), Gobblers Knob (reconstruct in 1999), Atigun Pass/Continental Divide (2000), Toolik Lake Overlook (2000).

Recommendations:

- Encourage ADF&G to increase hunter education with signs on location and regulations regarding traditional Native lands and subsistence (re: Board letter to Gov. Knowles, March 29, 1996).
- Provide signs for public education of traditional native lands and uses.
- Provide signs indicating land ownership.
- Provide signs describing sites of cultural or historic importance to educate the public to respect and conserve cultural and historical sites and the penalties for disturbing such sites. Interpretive signs should be reviewed by the appropriate organization prior to installation. For instance, interpretive signs within the NSB should be reviewed by the Inupiat History

and Language Commission, signs within the Stevens Village Traditional Use area should be reviewed by the Stevens Village Council, etc.

- Commission DOT/PF to install signs indicating any road hazards such as road conditions, narrow road, hazard warnings, etc.
- Provide signs regarding availability of services and locations (present a realistic picture of existing services).

B. Nodal Issues

Background. Previously a node was defined according to the land manager. Land managers include BLM, NSB and the State of Alaska.

Bureau of Land Management. Through the 1991 Resource Management Plan, BLM defines a development node as an area where private, commercial facilities and development related to road traffic are encouraged to take place. If there are any proposals for facilities outside of identified nodes, they are carefully evaluated. If possible, BLM encourages such facilities to be placed within the nodes. This does not include pipeline-related operations. To date, no such proposal has been approved. Energy, transportation and governmental facilities are allowed to locate outside the nodes or node boundaries. BLM designated four areas as development nodes under RMP: Yukon River Crossing, Coldfoot, Chandalar Shelf and Happy Valley. Coldfoot and Happy Valley were subsequently opened to state selection and were conveyed to the state in 1992.

State of Alaska. The Alaska Legislature's land disposal legislation (AS 19.40.200) limits activities within the nodes to non-residential development and specifies nodes at:

- Deadhorse
- Franklin Bluffs
- Happy Valley
- Coldfoot
- Yukon River Crossing

North Slope Borough. NSB defines a node as a distinct and compact cluster of development in the Haul Road Corridor,

with a minimum "footprint" on the tundra. To the maximum extent possible, roadside development such as campgrounds, outhouses, and interpretive sites should also be clustered at the nodes. The borough's management plan specifies nodes at Chandalar Shelf and Deadhorse and a limited node at Material Site 119-4 (general area of Pump Station 3).

Node Definition. For the purposes of this plan, a "node" is a distinct and compact cluster of development in the Dalton Highway Corridor. The node is an area with a "minimum footprint" on the land where public as well as private commercial facilities and development related to road traffic are allowed to locate. Public facilities and roadside development including campgrounds, outhouses and interpretive sites should be clustered at nodes to the maximum extent possible.

Development allowed outside of nodes will be limited, to such activities as interpretive sites, road pull outs, periodic rest rooms and trash receptacles. Commercial road facilities are not allowed outside of nodes. Oil and gas development activities, transportation and incidental or minor governmental facilities are allowed to locate outside of nodes if the needs of the activity are demonstrably better met outside the nodes.

The cooperation of all land managers, developers, private and public, is essential to ensure the success of the node concept. All permitting agencies should consider more expedited permit review for

development within nodes, and a more comprehensive process, including full and ample opportunity for public notification and comment, for development proposed outside of nodes.

Node Designations This plan has identified five nodes for expanded services: Yukon River Crossing, Coldfoot, Chandalar Shelf, Happy Valley and Deadhorse.

B-1. Node Location and Number of Nodes

Issue Statement: How many nodes are adequate for the highway and where are they needed?

Background:

Seven nodes were identified for potential development: Yukon River Crossing, Coldfoot, Chandalar Shelf, Material Site 119-4, Happy Valley, Franklin Bluffs and Deadhorse. Yukon River Crossing, Coldfoot and Deadhorse are operational nodes. The purpose of the nodes is to avoid strip development along the highway.

Yukon River Crossing (7,050 acres). The Yukon River Crossing node, designated by BLM in the 1991 RMP, extends from the Yukon River at MP 56 north to MP 64. This includes all existing facilities and activities immediately north of the Yukon River bridge, the Alyeska airstrip at "5-mile," the site of the proposed "60-mile" campground and RV dump station, as well as a DOT/PF highway maintenance camp and a BLM administrative site at "7-mile." A proposed new state airport, to be located northeast of the Yukon River bridge, is also included within the node boundaries. Note that while amendments to AS 19.40.200(b) established this site as a node for the State of Alaska, this node does not contain any state land. The node is primarily on federal land managed by BLM, with some private inholdings.

Coldfoot Node (1,700 acres). This site was originally developed as a pipeline construction camp and airstrip (MP 175). BLM Utility Corridor planning documents and the 1995 amendment to AS 19.40.200(b) authorized a development node in the Coldfoot area. BLM issued a lease agreement that provides for fuel, emergency road service, emergency lodging and food. (This lease is now managed by DNR). Additionally, the node contains a DOT/PF airport, a DOT/PF maintenance camp and a BLM administrative site. This node is located on state land managed by DNR.

Chandalar Shelf (1,700 acres). BLM designated Chandalar Shelf as a development node in the 1991 RMP. The node is located at MP 237 of the Dalton Highway. A BLM administrative site, an existing state-held airport lease, and a DOT/PF highway maintenance camp are located within the node boundaries. This node is located on federal land managed by BLM and was not designated as a node by state legislation.

Material Site 119-4. This material source (MP 307) was identified by the NSB in its planning document as a potential site for commercial development. This site is located on state land managed by DNR.

Happy Valley (2,560 acres). BLM 1991 RMP and 1995 amendments to AS 19.40.200(b) authorized a node in the Happy Valley area. The pad, at MP 334, was constructed as a pipeline construction camp site and airstrip. This node is on state land managed by DNR. In 1990, NSB selected this area as part of its municipal entitlement. However, in 1994, DOT/PF applied for an Interagency Land Management Assignment (ILMA). Until DOT/PF and NSB interests are adjudicated, the Division of Land will continue to authorize activities at this site under short-term permits.

Franklin Bluffs (3,840 acres). Amendments to AS 19.40.200(b) in 1995 established this node. The pad, at MP 377, was constructed as a pipeline construction camp site and airstrip. This node is state land managed by DNR. In 1990, NSB selected this area as part of its municipal entitlement. In 1994, DOT/PF applied for an ILMA for a portion of this pad. Until DOT/PF and NSB interests are adjudicated, the Division of Land will continue to authorize activities at this site under short-term permits.

Deadhorse (28,880 acres). In the mid 1970's DNR began authorizing the use of state land in the vicinity of Deadhorse for oil industry development and related facilities. 1995 amendments to AS 19.40.200(b) established an official node in the area. Located at the terminus of the Dalton Highway, this area primarily supports the North Slope oil industry. The node is located on state land, and DOT/PF currently has an ILMA for the Deadhorse Airport. The rest of the node is managed by DNR. NSB has selected several of the lease tracts as part of its municipal entitlement. Public access is restricted beyond Deadhorse for security purposes.

Recommendations:

- The board identified five nodes for expanded services: Yukon River Crossing, Coldfoot, Chandalar Shelf, Happy Valley and Deadhorse.
- Development of the nodes should be *market-driven* and complementary to existing services.
- The remaining nodes, Franklin Bluffs (identified by statute) and MS 119-4 (identified by the NSB comprehensive plan), can be developed as waysides, campground sites or similar limited services.

B-2. Node Development

Issue Statement: What development should occur at the nodes?

Background:

Commercial lodging with beds, showers, laundry and other amenities are available at three sites: Yukon River Crossing, Coldfoot and Deadhorse (limited seasonal services at Happy Valley and Chandalar Shelf). Additionally, two campgrounds are available for a fee: one privately operated at Coldfoot, and the other operated by BLM at Marion Creek near Coldfoot. Stevens Village and the NSB have adopted land use plans that address use within the nodes and recommends main development be in nodes only.

Recommendations:

- Level of development in the nodes should be *market-driven* and expansion should occur over time in response to road use.
- Land should be available to local communities for local interests development.
- Involve local communities in land management and nodal development decisions.
- Adequate public facilities and services should be provided prior to or concurrent with node development.
- Short-term:
 1. Leases at Yukon River Crossing and Coldfoot should be complementary and not compete with existing development.
 2. Consideration should be given to small/local businesses versus "world-class" businesses.
 3. Maintain current level of seasonal use at Chandalar Shelf and Happy Valley until demand warrants further development.
- Long-term
 1. Use prospectus to assess new leases that would be complementary to existing infrastructure.
 2. Consideration should be given to small/local versus "world-class" businesses.
 3. Develop recreational opportunities for travelers.
 4. Develop lodging facilities at Chandalar Shelf
 5. Develop Happy Valley airstrip and support facilities.

B-3. Dalton Highway Corridor Land Owner Management Coordination

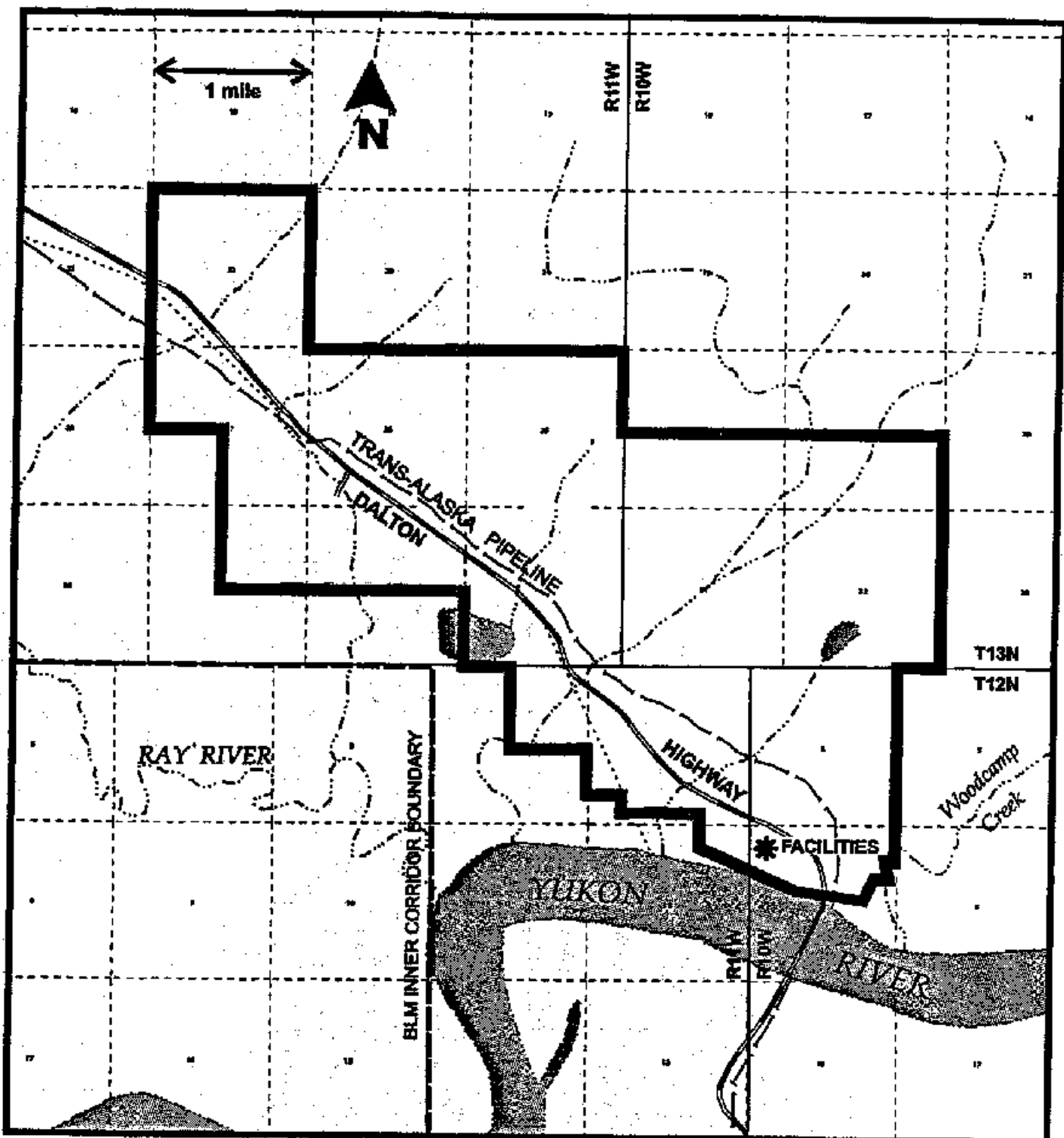
Issue Statement: Land owners need to coordinate with each other to manage the Dalton Highway Corridor.

Background:

BLM Northern Field Office and DOT/PF Northern Region have many responsibilities in the Dalton Highway corridor. To plan and coordinate their activities, they held meetings involving agencies, interest groups and residents, such as DNR, NSB, Alyeska, Princess Tours, and the Wiseman community. A memorandum of agreement between the land and resource agencies was proposed but never executed.

Recommendations:

- A management agreement between land owners and managers in the Dalton Highway Corridor should be written and implemented. [See Section V. Implementation and Evaluation].
- Encourage cooperative efforts between private land owners and agencies.
- Concept of co-management should be explored.



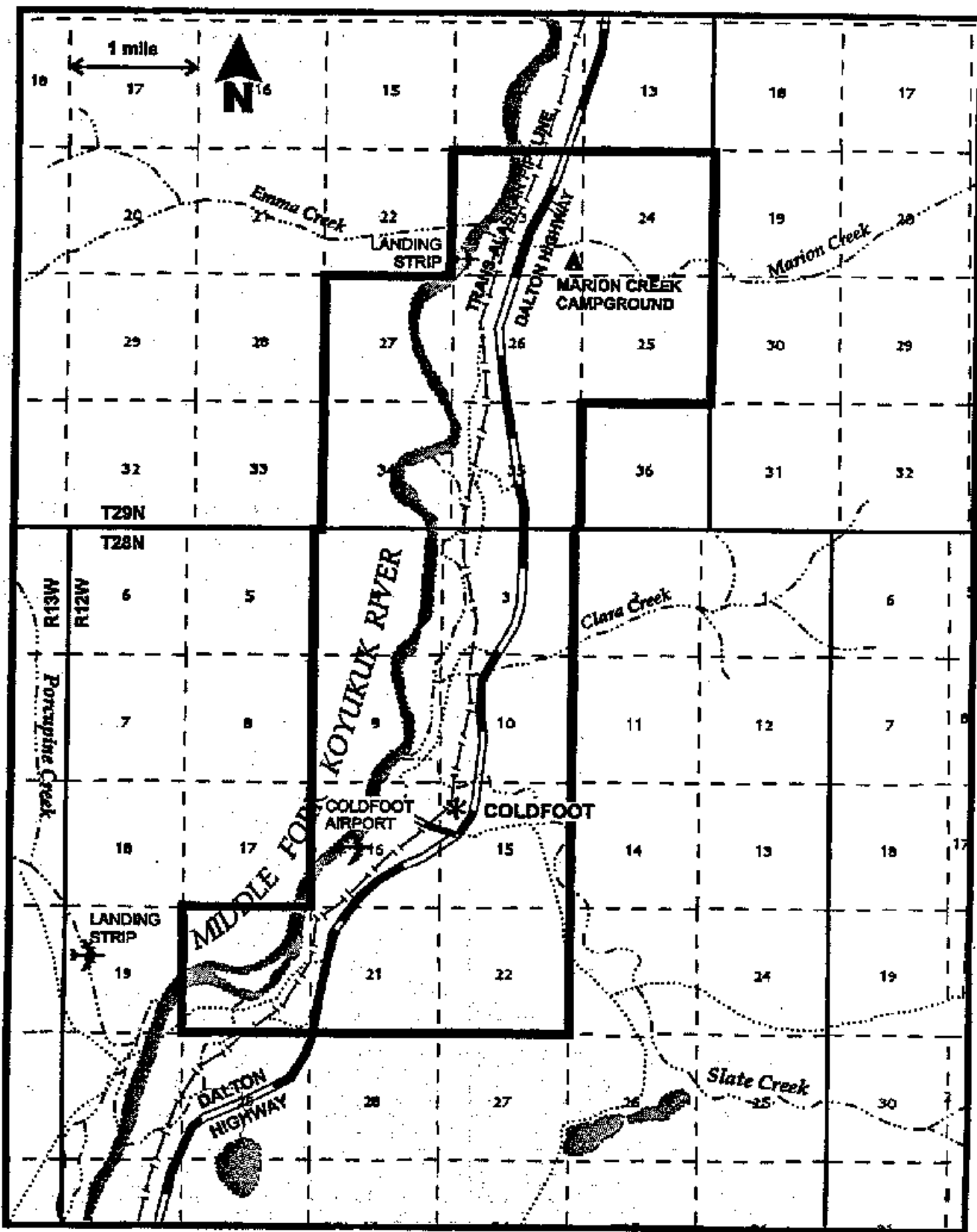
LEGEND

- Waterbodies
- Highway
- Pipeline
- Node Boundary
- Facilities
- Trail



YUKON CROSSING DEVELOPMENT NODE

USGS map Livengood D-6
 within Tps. 12 and 13 N.,
 Rs. 10 and 11 W.
 Fairbanks Meridian
 1/98



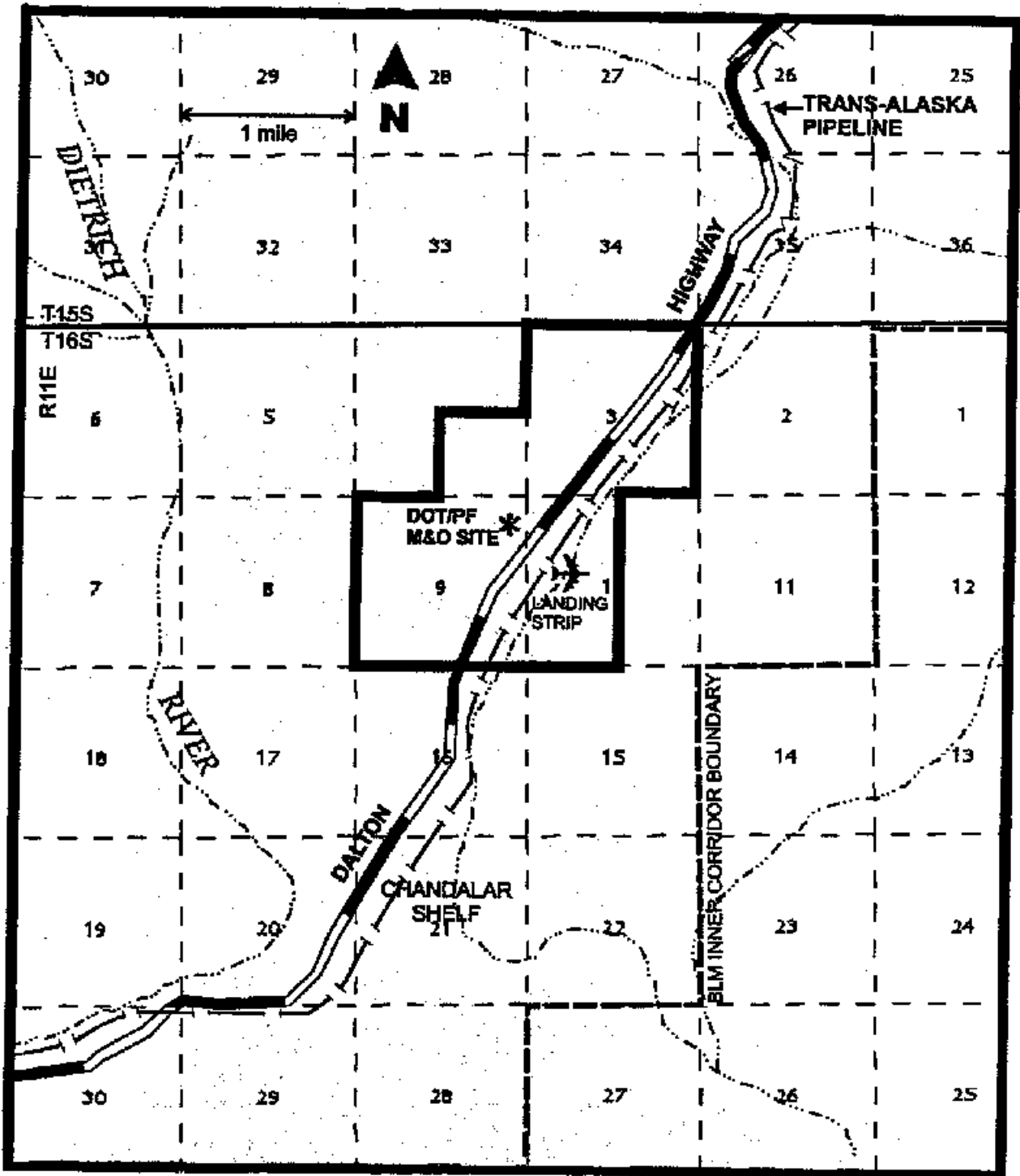
LEGEND

- Waterbodies
- Highway
- Pipeline
- Node Boundary
- Facilities
- Trail



COLDFOOT DEVELOPMENT NODE

USGS maps Wiseman A1 and B1
 within Ts 28, 29N, R12W
 Fairbanks Meridian
 1-98



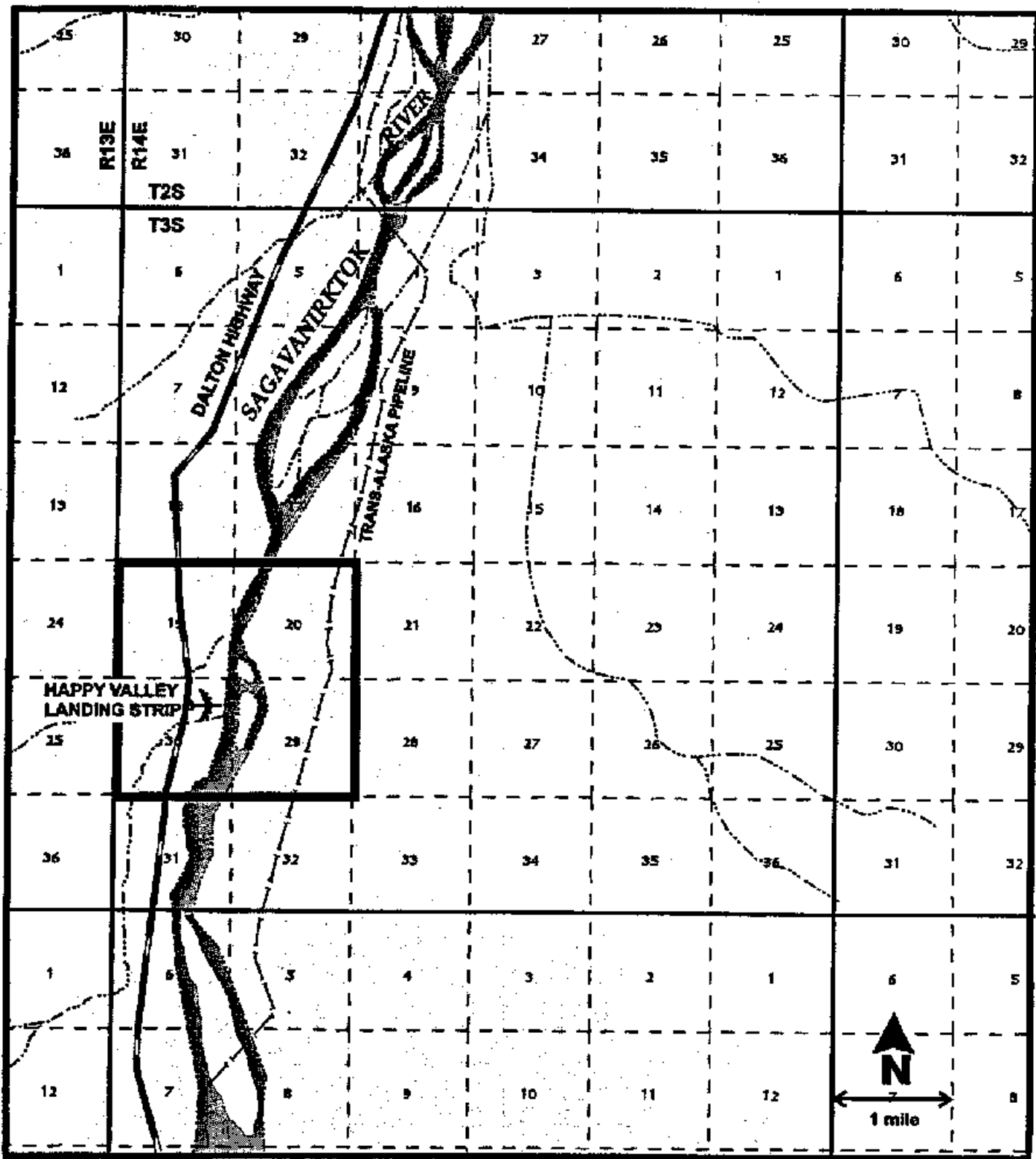
LEGEND

- Waterbodies
- Highway
- Pipeline
- Node Boundary
- Facilities

CHANDALAR SHELF DEVELOPMENT NODE

USGS map Philip Smith Mountains A-5
within T16S, R11E
Umiat Meridian
1/98





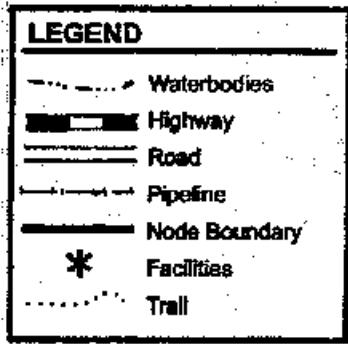
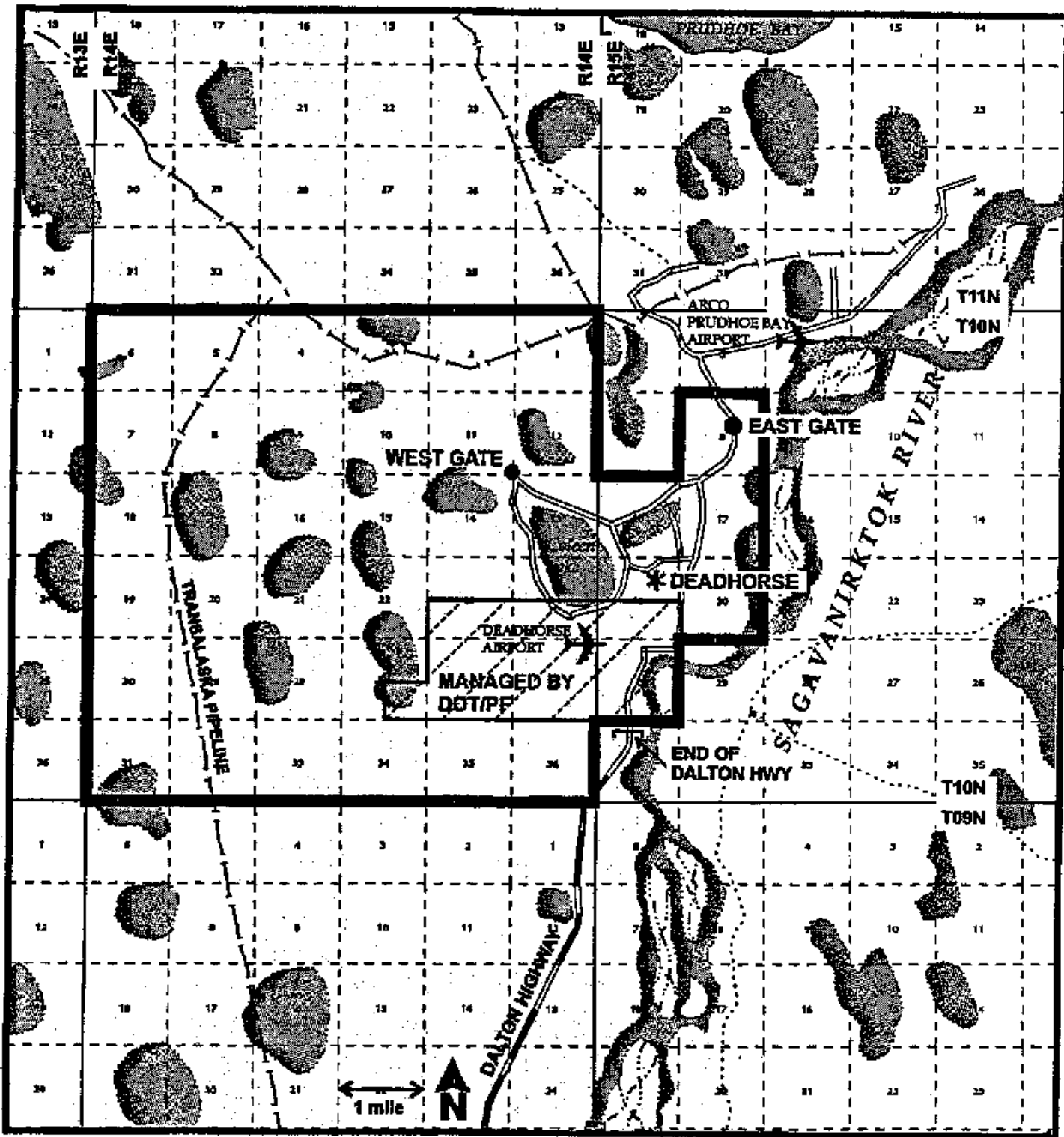
LEGEND

- Waterbodies
- Highway
- Pipeline
- Node Boundary



HAPPY VALLEY DEVELOPMENT NODE

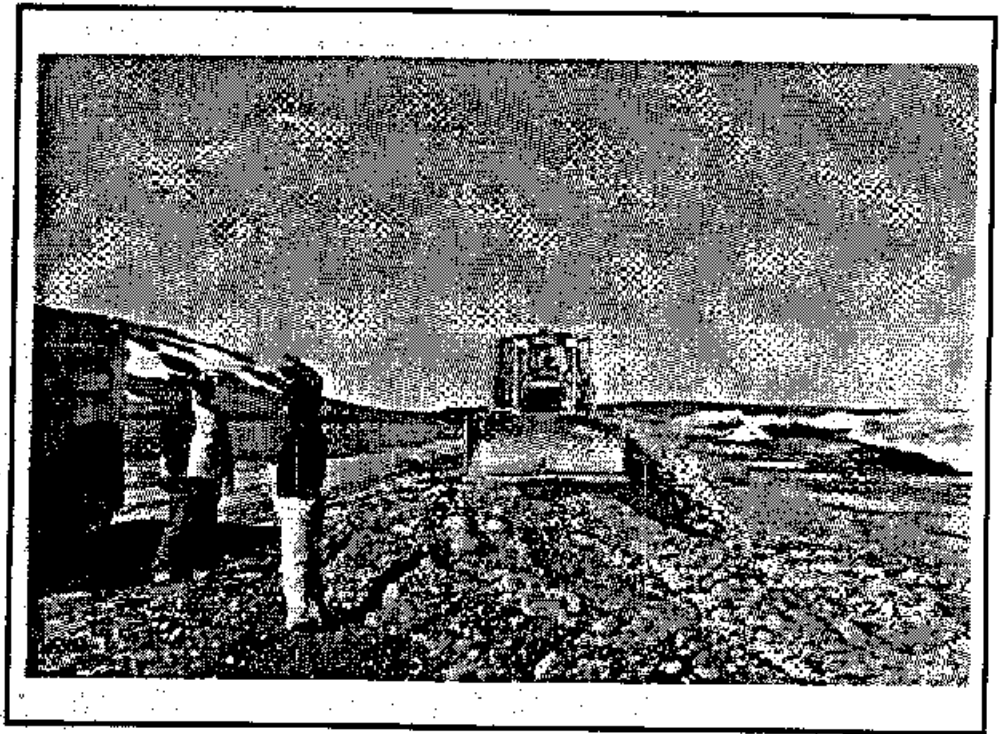
USGS maps Sagavanirktok A-3 and A-4
within T3S, R14E,
Umiat Meridian
1-96



DEADHORSE DEVELOPMENT NODE

USGS map Beechy Point
 within T10N, Rs.14,15E
 Umiat Meridian
 1-98

IV. Unresolved Issues



IV. UNRESOLVED ISSUES

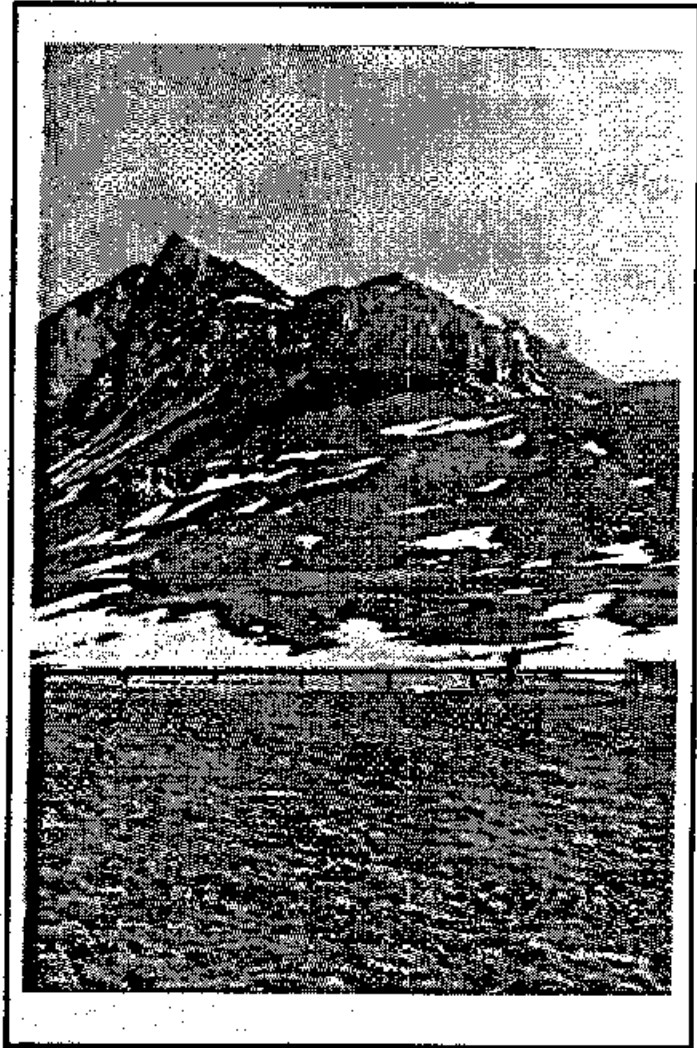
Background:

Many issues were raised through public meetings. Some were not within the scope of this plan. Those issues not directly addressed in this plan are listed in this section.

Issues:

- *There is a lack of co-management between local residents and agencies.* The board encourages co-management (possibly in the Yukon Flats National Wildlife Refuge and BLM-managed areas). However, the board decided this issue was beyond the scope of this plan.
- *Access to the Arctic Ocean.* The Board looked at this issue and heard testimony for and against access from Deadhorse to the Arctic Ocean. There are unresolved issues and questions about which there is no agreement. These include safety, impacts on wildlife, enforcement of existing laws, security, and lease management. Nonetheless, because of interest in the topic and the time spent upon it, the majority of the Board members expressed that they do not endorse free and open public access to the ocean through the Prudhoe Bay complex at this time.

V. Implementation and Evaluation



Page

38

Milestones

38

Plan Implementation and Monitoring

V. IMPLEMENTATION AND EVALUATION

Milestones

- **June 1995.** Governor Tony Knowles announced the formation of the Dalton Highway Planning and Advisory Board.
- **November 6, 1995.** Initial mailing to the general public announcing the first board meeting.
- **December 11, 1995.** First public board meeting, Fairbanks.
- **January 8, 1996.** Board meeting, Fairbanks.
- **February 20 to February 21, 1996.** Board meeting held over two consecutive days, Fairbanks.
- **May 14 - May 16, 1996.** Board conducted a field inspection of the Dalton Highway over three days. They held two public meetings in Coldfoot and Prudhoe Bay.
- **November 6 and November 7, 1996.** Board holds meetings over two consecutive days in Fairbanks and Stevens Village. This is the first visit to a village affected by the opening of the highway but not connected to the highway by road.
- **March 3 and March 4, 1997.** Board held two meetings in Anaktuvuk Pass and Fairbanks.
- **April 30, 1997.** Board meeting is a working session to draft the plan.

- **Summer 1997.** Draft plan is released to the public for a 60 day review.
- **November 6, 1997.** Board meeting to review public comments to draft plan.
- **January 8, 1998.** Board meeting to review Final Draft Plan
- **February 1998 (projected).** Final plan transmitted to Governor Tony Knowles.

Plan Implementation and Monitoring

Background. Ideally, a plan will specify precise steps, identify responsible parties, and define a reasonable time-frame to complete the recommendations. However, most plans are a mix of general statements and specific recommendations, providing a broad framework for parties to follow by leaving the details to be worked out later.

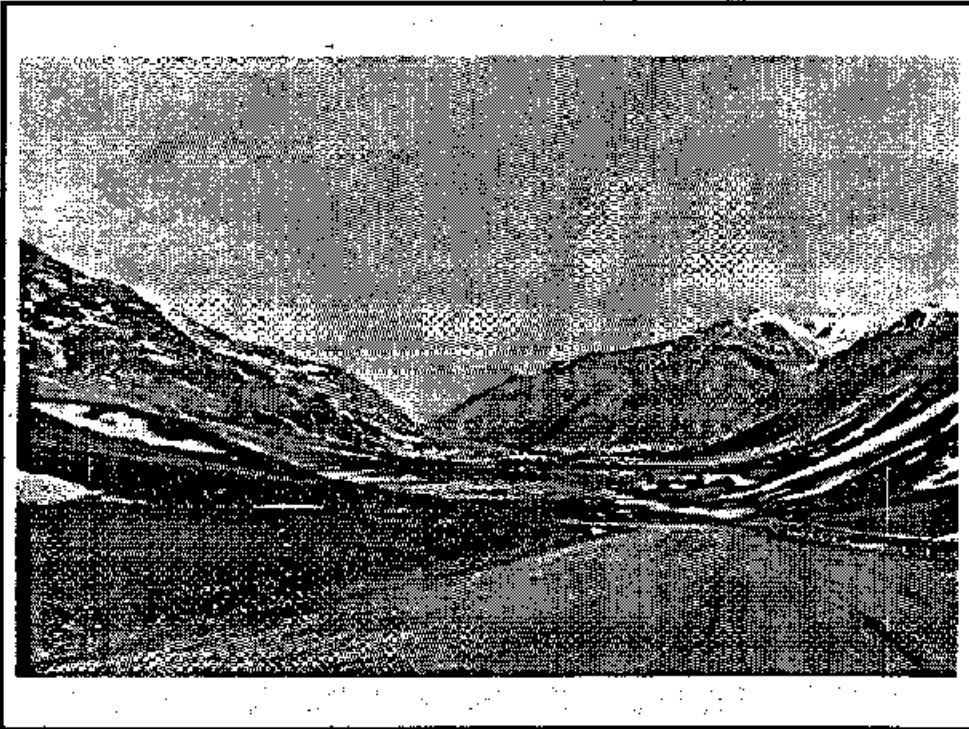
Sometimes it will be necessary to renegotiate a section of this plan. New information becomes available that alters the desirability of an alternative; or conditions change for a party and it decides it cannot live with an alternative that had been acceptable before.

Monitoring, Modifications and Amendments. A memorandum of understanding between federal, state, municipalities, and impacted communities and groups will be created to provide a framework for monitoring, modifying, and amending this plan. At a minimum, the memorandum should specify that a meeting will be held annually to review operations and maintenance planned for the Dalton Highway as well as any report on any progress made toward implementation of this Master Plan's recommendations. The parties in the memorandum will have the responsibility for amending or modifying this plan, as needed, after notifying organizations, user groups, and other interested parties that may not be a party to the memorandum. The group should consider rotating the meetings among communities within the highway corridor.

VI. Glossary

Page

40 Acronyms
41 Definitions



VI. GLOSSARY

This glossary includes definitions of acronyms and terms used in the plan.

Acronyms

AAC	Alaska Administrative Code
ADF&G	Alaska Department of Fish & Game
ANCSA	Alaska Native Claims Settlement Act
ANILCA	Alaska National Interest Lands Conservation Act
APLIC	Alaska Public Lands Information Center
AS	Alaska Statute
AST	Alaska State Trooper
BLM	Bureau of Land Management
DL	Division of Land
DNR	Department of Natural Resources
DOD	Department of Defense
DOT/FF	Department of Transportation and Public Facilities
DPS	Department of Public Safety
EIS	Environmental Impact Statement
FCVB	Fairbanks Convention and Visitors Bureau
F&WP	Fish & Wildlife Protection
GMU	Game Management Unit
ILMA	Interagency Land Management Assignment
IEMSC	Interior Region Emergency Medical Services Council, Inc.
MAST	Military Assistance to Safety and Traffic
MFP	Management Framework Plan
MP	Milepost
NANA	The former Northwest Arctic Native Association
NPS	National Park Service
NSB	North Slope Borough
ORV	Off-Road Vehicle
PLO	Public Land Order
RAMP	Recreation Area Management Plan
RMP	Resource Management Plan
ROW	Right-of-Way
RV	Recreational Vehicle
USFWS	U.S. Fish & Wildlife Service

Definitions

AIRSTRIP CONSTRUCTION. Construction of a landing strip for airplanes that involves leveling the ground or removing or modifying a substantial amount of vegetation.

ANILCA 906(e). Refers to future top-filing of federally owned land by the state.

DEVELOPMENT NODE. A distinct and compact cluster of development for public and private commercial facilities related to road traffic.

HAUL ROAD. Originally the Dalton Highway was called the "haul road" because the highway was built to "haul" supplies between the Yukon River and Prudhoe Bay during the construction of the trans-Alaska pipeline.

ILMA. The Alaska Department of Natural Resources gives management authority to another state agency to use or manage state land in an Interagency Land Management Assignment.

INTERPRETIVE SITES. Provide a variety of interpretive opportunities, e.g., watchable wildlife, natural history, historical information, etc. Interpretive sites may be included in waysides.

ISSUE. A point of debate, discussion, or dispute and a matter of public concern. An issue is a matter or question that must be addressed if a conflict is to be resolved. It can best be stated as a problem to be solved.

LAND. All land and water within the planning area.

MARKET DRIVEN DEVELOPMENT. Construction or expansion of facilities to meet demands of visitors and users of the highway.

NODE. See *development node*.

OFF-ROAD VEHICLE (ORV). Any motorized vehicle capable of or designed for travel on or immediately over land, water, or other natural terrain, excluding non-amphibious motorboats, fixed-wing and rotor-wing aircraft, and snowmobiles.

PERMANENT FACILITY. Permanent facilities are buildings or tents that do not need to be removed and the site restored to its natural state after each season. Permanent facilities on state land may be authorized by the Department of Natural Resources by lease.

PLANNING AREA. The geographic area covered by a plan or amendment.

RECOMMENDATION. To advise (that something be done). The statements that define a future desired condition.

SERVICES. Basic public services include: outhouses, litter receptacles, sewage disposal, landfills, potable water, food, lodging, gas and emergency auto repair.

SUBSISTENCE. The customary and traditional use of natural resources for direct personal or family consumption as food, shelter, fuel, clothing, tools or

transportation; for the making and selling of handicraft articles; and for barter or sharing among subsistence users. Food gathering activities occur in a year-round cycle geared to the principal seasons of species

TEMPORARY FACILITY. Temporary facilities are man-made buildings or tents that must be removed and the site restored to its natural state at the end of the term of use for which the activity was authorized. Temporary facilities on state land may be authorized by DNR by permits. If authorized, permits are limited to a term of two years and subject to municipal entitlement selection approvals. Otherwise, permits can be issue up to 5 years in length.

UPLANDS. Land above the mean high water line at the sea shore.

WAYSIDES. At a minimum, waysides provide parking, restroom facilities and litter receptacles.

VII. Appendices



VII. APPENDICES

- A. Governor's memorandum creating the board**
- B. Governor's letter (sample) to each board member**
- C. Alaska Statute 19.40 - James Dalton Highway**
- D. Dalton Highway Emergency Medical Services Draft Plan**
- E. General Land Status Map**
- F. General Status of Alaska Statehood Grants as of January 1, 1994 Map**

APPENDIX A

Governor's memorandum creating the board



STATE OF ALASKA
OFFICE OF THE GOVERNOR
JUNEAU

MEMORANDUM

TO: John Shively, Commissioner
Department of Natural Resources

FROM: Tony Knowles
Governor

A handwritten signature in black ink, appearing to read "Tony Knowles", written over the printed name.

DATE: June 5, 1995

SUBJECT: SB 93

Today I signed into law HCS CSSB 93 (RES) (efd fld S), authorizing the Department of Natural Resources (DNR) to lease certain lands along the Dalton Highway for non-residential use. I am also announcing today the formation of a Dalton Highway Advisory and Planning Board.

It is my belief that opening the Dalton Highway provides a great opportunity to do things right. We can maximize economic development opportunities for Alaskans while minimizing impact on residents of nearby communities, other Alaska users, and wildlife. The 400 mile long Dalton Highway is one of the most unique transportation corridors in the nation; traversing areas of unparalleled and, to most of the public, unseen beauty.

SB 93 authorizes DNR to lease lands for non-residential uses within five designated "nodes" of state land along the highway, also known as the Haul Road. It is my understanding that three of the five nodes currently have commercial services under lease. However, several policy and fiscal issues remain which warrant further discussion and action.

Questions regarding the status of the road were answered earlier this year when the state Supreme Court ruled that the highway is open to the public. We are all aware of the impacts of hurried and unplanned development. In implementing this bill, I must address the specific concerns of local governments and Alaska residents near the road corridor to ensure that there will be adequate planning of land uses, provision for public safety, and protection of fish and wildlife and other natural resources in the corridor.

Accordingly, by copy of this memorandum, I am directing the Department of Transportation and Public Facilities, the Department of Public Safety, and the Department of Fish and Game to work with DNR to continue ongoing land planning efforts for the Haul Road corridor

John Shively, Commissioner

June 5, 1995

Page 2

from the Yukon River crossing to Deadhorse. Under current statutory requirements, no new leasing could occur without further land planning by DNR. Additionally, I will shortly announce appointments to the new Dalton Highway Advisory and Planning Board.

The board, to include representatives of landowners, users, and other interested groups, will be charged with crafting a master plan for economic development and prudent natural resource management along the Haul Road. This master plan will address the impacts of additional public use of the road and the best ways of managing and providing for this use. Once complete, specific plans must be written for particular recreational, management, or development sites along the road. No leasing will be allowed along the road prior to the development and implementation of these plans.

It is also my intention not to permit the issuance of further state leases within the corridor until we can assure protection for the traveling public and fish and wildlife resources. Unless the Legislature provides for basic public safety and adequate protection of our fish and wildlife in the corridor, the leasing of land under this legislation would become an unfunded mandate. In order to implement this law and do this right, the Legislature will need to appropriate funds for two state troopers and two fish and wildlife protection officers. This year's budget contained funding for only one additional wildlife officer. The Legislature must also address funding requirements for other needs, such as adequate fish and game management. Common sense suggests and we will not allow any new development within the corridor until adequate funding is provided to protect the public and our natural resources.

Some people have raised concerns about the opening of the Dalton Highway, fearing changes in their way of life and potential damage to fish and wildlife and their habitat. We must address these concerns, and then I believe opening of this unique corridor will open tremendous opportunities for Alaskans. It is incumbent upon us as responsible stewards of the land to ensure that opening the Dalton Highway can be pointed to as a source of pride to Alaskans, and not a black eye.

cc: Ron Otte, Commissioner
Department of Public Safety

Joe Perkins, Commissioner
Department of Transportation and Public Facilities

Frank Rue, Commissioner
Department of Fish and Game

APPENDIX B

Governor's letter (sample) to each board member

TONY KNOWLES
GOVERNOR



STATE OF ALASKA
OFFICE OF THE GOVERNOR
JUNEAU



P.O. Box 110001
Juneau, Alaska 99811-0001
(907) 485-3500
Fax (907) 485-3532

September 25, 1995

North Slope Borough
P.O. Box 69
Barrow, AK 99723

Dear

I am grateful you accepted the appointment to the Dalton Highway Advisory and Planning Board.

It is my belief opening the Dalton Highway provides a great opportunity to do things right. This board, which includes representatives of land owners, users, and other interest groups, will craft a master plan for economic development and prudent natural resource development along the Haul Road. You will address the impact of additional public use of the road and the best ways of managing and providing for this use.

I have enclosed a memo to Commissioner Shively outlining my concerns and plan for the board. In addition, I've enclosed a list of the board's other members for your information. Nancy Welch from the Department of Natural Resources in Fairbanks will serve as staff to the board and will be in touch with you shortly regarding the board's first meeting. You can also contact her at 451-2700.

I appreciate your willingness to serve Alaska in this important job.

Sincerely,

Tony Knowles
Governor

Enclosures

cc: Marla Huss, Director of External Affairs

APPENDIX C

Alaska Statute 19.40 - James Dalton Highway

Chapter 40. James Dalton Highway.

Section

- 10. Declaration of policy
- 15. Highway named
- 20. Contractual authority
- 30. Undertakings of contractors
- 40. Exemption
- 50. Highway width
- 60. Conditions to be met
- 65. Regulations and penalties

Section

- 70. Conflict with other laws
- 100. Use of the highway by industrial or commercial traffic
- 110. Public use of a portion of the highway
- 120. Closure of the highway to traffic
- 200. Disposal of land or materials
- 210. Prohibition of off-road vehicles
- 290. Definitions

Cross references. — For definitions applicable to this chapter, see AS 19.45.

Opinions of attorney general. — It is within the power of the Department of Transportation and Public Facilities under AS 19.05.040(11) to charge a toll for use of the James Dalton Highway. February 20, 1987 Op. Att'y Gen.

The Department of Transportation and Public Facilities has sufficient authority to open the entire Dalton Highway to the public without legislative approval or statutory change. May 1, 1989 Op. Att'y Gen.

Sec. 19.40.010. Declaration of policy. (a) The legislature finds and declares that there is an immediate need for a public highway from the Yukon River to the Arctic Ocean and that this public highway should be constructed by the State of Alaska at this time because

- (1) it will assist in the fulfillment of art. VIII, § 1, Constitution of the State of Alaska, in which it is provided that 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) it will provide the first year-round, overland route from north of the Yukon River to the Arctic Ocean, and will consequently result in the completion of a highway from the Pacific Ocean to the Arctic Ocean;
 - (3) it is in conformity with the policy of 23 U.S.C. 101(b) (Federal-Aid Highway Act of 1956), in which it is declared to be in the national interest to accelerate the construction of certain highways which are of primary importance to the national defense;
 - (4) it will benefit local and interstate commerce because the area north of the Yukon River is rich in natural resources but is inaccessible at the present time because of the lack of roads and this inaccessibility prohibits the successful use of the natural resources of this area;
 - (5) it is consonant with art. VIII, § 2, Constitution of the State of Alaska, in which it is provided that the legislature shall provide for the utilization, development, and conservation of all natural resources belonging to the state, including land and water, for the maximum benefit of its people, because the highway will benefit not only local and interstate commerce but will also augment the revenue of the state and result in conservation of natural resources, for example, by facilitating a system of forest fire suppression.
- (b) It is the sense of the legislature that the construction of the highway will not impair the natural wilderness adjacent to the highway and will not unreasonably interfere with subsistence hunting, fishing, trapping, and gathering.
- (c) It is the intent of the legislature that the state shall be reimbursed for the cost plus interest of constructing the public highway from the Yukon River to the Arctic Ocean.

(d) It is the intent of the legislature that employment of Alaska residents be encouraged and that the provisions of AS 36.10 be complied with. (§ 1 ch 231 SLA 1970)

NOTES TO DECISIONS

Cited in *Turpin v. North Slope Borough*, 879 P.2d 1009 (Alaska 1994).

Sec. 19.40.015. Highway named. The highway is named the James Dalton Highway. (§ 2 ch 10 SLA 1981)

Sec. 19.40.020. Contractual authority. (a) Subject to (b) of this section, the department may contract in accordance with AS 36.30 for the construction of a secondary highway from the Yukon River to the Arctic Ocean. The provisions of AS 36.10 govern in employment practices on all work authorized by this chapter.

(b) The authority granted under (a) of this section may not be exercised until the state enters into a contract with the participants in the Trans Alaska Pipeline System or other organization formed for the purpose of transporting oil by pipeline from the North Slope (that area of Alaska lying north of 68 degrees latitude). The contract shall provide for reimbursement to the state by the participants, jointly and severally, in the Trans Alaska Pipeline System or other organization formed for the purpose of transporting oil by pipeline, of the full amount of the highway's cost of construction plus interest on the state's expenditures at the rate of seven and one-half per cent per year. Complete reimbursement together with interest shall be made within five years from the date of the contract. The state may, with the agreement of the participants, elect to construct an oil pipeline from the North Slope. In that event, the provisions of this subsection requiring reimbursement do not apply.

(c) The contract with the participants must include additional terms and conditions that are in the best interests of the state. Any advance payments made under the contract shall be deposited in a special account which will be used for disbursements to the contractor charged with construction of the highway. Disbursements to the contractor shall be made on order of the commissioner of transportation and public facilities on presentation of a proper voucher or the presentation of a voucher by an employee of the department authorized in writing to certify as to such payment. (§ 1 ch 231 SLA 1970; am § 18 ch 106 SLA 1986)

Sec. 19.40.030. Undertakings of contractors. The department, in place of the bonds or individual sureties required by AS 36.25.010, may accept corporate undertakings that include the same essential provisions of the bonds or individual sureties required by AS 36.25.010 and that are satisfactory to the department. (§ 1 ch 231 SLA 1970)

Sec. 19.40.040. Exemption. The Alaska Net Income Tax Act and the Alaska Business License Act do not apply to any money received by the general contractor from the state under a highway construction contract authorized under this chapter if the money is to be paid to a subcontractor for work performed under the construction contract. The money received by the subcontractors is subject to the Alaska Net Income Tax Act, the Alaska Business License Act, and any other applicable state taxes. (§ 1 ch 231 SLA 1970)

Sec. 19.40.050. Highway width. In accordance with AS 19.10.015, the width of this highway is designated as 200 feet. (§ 1 ch 231 SLA 1970)

Sec. 19.40.060. Conditions to be met. Construction authorized under AS 19.40.020 -- 19.40.050 may not be undertaken until all of the following conditions are met:

(1) certification by the commissioners of natural resources and fish and game that adequate precautions have been taken to protect and preserve the total ecology of the area traversed;

(2) certification by the commissioner of transportation and public facilities that the road design and construction methods will cause minimal landscape defacement or environmental degradation by erosion or waste disposal;

(3) certification by the commissioner of health and social services that adequate and reasonable precautions have been taken for the prevention of pollution during construction and subsequent public use;

(4) all certifications, as well as the regulations, contract provisions, specifications, inspection procedures, and programs necessary to implement and accomplish AS 19.40.020 — 19.40.050 shall be filed with the governor's office and published;

(5) the governor has approved all certifications and supporting material submitted under (4) of this section as being in the best public interest, and has certified that the contract required by AS 19.40.020 has been executed. (§ 1 ch 231 SLA 1970; am § 6 ch 104 SLA 1971)

Sec. 19.40.065. Regulations and penalties. All departments and agencies of the state are given the specific authority to adopt under AS 44.62 (Administrative Procedure Act) emergency, temporary, and permanent regulations necessary to accomplish the purposes of AS 19.40.020 — 19.40.050. The violation of any regulation adopted under AS 19.40.020 — 19.40.050 is a misdemeanor and upon conviction the person is punishable by a fine of not more than \$10,000 for each offense. (§ 1 ch 231 SLA 1970)

Sec. 19.40.070. Conflict with other laws. In the event of a conflict between this chapter and any other law of this state, the provisions of this chapter govern and supersede any such other law. (§ 1 ch 231 SLA 1970)

Sec. 19.40.100. Use of the highway by industrial or commercial traffic. (a) The department shall maintain the highway and keep it open to industrial or commercial traffic throughout the year.

(b) "Industrial or commercial traffic" means

(1) travel necessary and related to resource exploration and development or to support of those activities, if the individual engaged in those activities has all necessary permits;

(2) travel necessary and related to access by local residents to their property; or

(3) motor carriers engaged in commerce. (§ 8 ch 177 SLA 1980; am § 51 ch 59 SLA 1982; am § 10 ch 21 SLA 1985)

NOTES TO DECISIONS

Public access to highway. — Department of Transportation (DOT) has the general authority to open the entire length of the Dalton Highway to unrestricted travel by the general public. Nothing in the legislative history of the James Dalton Highway Act, AS 19.40.010 et seq., reflects a legislative intent to constrain the authority of DOT to provide additional public access to the Dalton Highway at any time subsequent to the enactment of the act. *Turpin v. North Slope Borough*, 879 P.2d 1009 (Alaska 1994).

Negligence action against state precluded. — The state was immune from tort liability, under the discretionary function immunity exception to the Tort Claims Act, in an action based on negligent failure to institute dust control procedures on the Dalton Highway. *Freeman v. State*, 705 P.2d 518 (Alaska 1985).

Indemnity provision in highway use permit held unenforceable. — Semi-trailer operator in-

jured in a single-vehicle accident was not barred by an indemnity and hold harmless provision in the highway use permit from seeking recovery for personal injuries and property damage from the state for its alleged negligence; the indemnity provision was unenforceable because the state's maintenance of the highway was a "public duty." *Kuhn v. State*, 692 P.2d 261 (Alaska 1984).

Highway permit indemnity regulation held unenforceable. — A highway permit indemnity regulation was inconsistent with subsection (a) of this section because the regulation bore no reasonable relation to the state's statutory duty to maintain the highway, and the regulation was unenforceable where it did not fall within one of the AS 19.05.040 exceptions to the duty. *State v. Alyeska Pipeline Serv. Co.*, 723 P.2d 76 (Alaska 1986).

Sec. 19.40.110. Public use of a portion of the highway. The department shall maintain the section of the highway between the Yukon River and Dietrich Camp and shall keep that section of the highway open to use by the public between June 1 and September 1 each year. (§ 4 ch 177 SLA 1980)

Revisor's notes. — Enacted as AS 19.40.120. Re-numbered in 1980.

Opinions of attorney general. — This section should be interpreted as setting the maximum extent to which the Dalton Highway may be kept closed to

public traffic by regulation, rather than the maximum that it may be opened; it is not an impediment to the department's adopting regulations which would open the Dalton Highway to Dietrich Camp to year-round public traffic. September 2, 1983 Op. Att'y Gen.

NOTES TO DECISIONS

Public access to highway. — Department of Transportation (DOT) has the general authority to open the entire length of the Dalton Highway to unrestricted travel by the general public. Nothing in the legislative history of the James Dalton Highway Act, AS 19.40.010 et seq., reflects a legislative intent

to constrain the authority of DOT to provide additional public access to the Dalton Highway at any time subsequent to the enactment of the act. *Turpin v. North Slope Borough*, 879 P.2d 1009 (Alaska 1994).
Applied in *Kuhn v. State*, 692 P.2d 261 (Alaska 1984).

Sec. 19.40.120. Closure of the highway to traffic. The provisions of AS 19.10.100 apply to the closure of the highway by the department. (§ 3 ch 177 SLA 1980)

Revisor's notes. — Enacted as AS 19.40.110. Re-numbered in 1980.

NOTES TO DECISIONS

Quoted in *Turpin v. North Slope Borough*, 879 P.2d 1009 (Alaska 1994).

Sec. 19.40.200. Disposal of land or materials. (a) The state may not dispose of state land under AS 38 which is within five miles of the right-of-way of the highway.

(b) The prohibition on disposal of state land under (a) of this section does not apply to a disposal

(1) to a licensed public utility or a licensed common carrier under AS 38.05.810(e);

(2) for the reauthorization of leases that were in effect on January 1, 1994, for nonresidential purposes within the following development nodes:

(A) Coldfoot:

Township 28 North, Range 12 West, Fairbanks Meridian

Sections 3 — 4

Sections 9 — 10

Sections 15 — 16

Sections 20 — 22

(B) Yukon River Crossing:

Township 12 North, Range 10 West, Fairbanks Meridian

Sections 6 — 7

Township 12 North, Range 11 West, Fairbanks Meridian

Sections 1 — 2

Section 12

Township 18 North, Range 10 West, Fairbanks Meridian

Sections 29 — 32

Township 18 North, Range 11 West, Fairbanks Meridian

Section 22

Sections 25 — 27

Sections 34 — 36

(3) for nonresidential development within the following development nodes:

(A) Deadhorse:

Township 10 North, Range 14 East, Umiat Meridian

Township 10 North, Range 15 East, Umiat Meridian

Section 8

Sections 17 — 20

Section 30

(B) Coldfoot:

Township 28 North, Range 12 West, Fairbanks Meridian

Sections 3 — 4

Sections 9 — 10

Sections 15 — 16

Sections 20 — 22

Township 29 North, Range 12 West, Fairbanks Meridian

Sections 23 — 27

Sections 34 — 35

(C) Franklin Bluffs:

Township 4 North, Range 14 East, Umiat Meridian

Sections 3 — 4

Sections 9 — 10

Sections 15 — 16

(D) Happy Valley:

Township 3 South, Range 14 East, Umiat Meridian

Sections 19 — 20

Sections 29 — 30

(E) Yukon River Crossing:

Township 12 North, Range 10 West, Fairbanks Meridian

Sections 6 — 7

Township 12 North, Range 11 West, Fairbanks Meridian

Sections 1 — 2

Section 12

Township 13 North, Range 10 West, Fairbanks Meridian

Sections 29 — 32

Township 13 North, Range 11 West, Fairbanks Meridian

Section 22

Sections 25 — 27

Sections 34 — 36; or

(4) necessary for

(A) an oil and gas lease under AS 38.05.180;

(B) exploration, development, production, or transportation of oil and gas north of 68 degrees north latitude; or

(C) a state lease or materials sale for

(i) exploration, development, production, or transportation of oil and gas;

(ii) reconstruction or maintenance of state highways; or

(iii) construction or maintenance of airports.

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

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

(e) Notwithstanding (b) of this section, land described in (b) of this section is not available for disposal if it has been selected by a municipality to satisfy a general grant

land entitlement under AS 29.65 unless the selection is disapproved by the state in a final decision. (§ 5 ch 177 SLA 1980; am § 1 ch 77 SLA 1985; am §§ 1, 2 ch 50 SLA 1994; am § 19 ch 23 SLA 1995; am §§ 1, 2 ch 72 SLA 1995)

Revisor's notes. — By judgment dated March 19, 1981, in Alaska Legislative Council v. Hammond, case no. 4FA-80-1683, the superior court for the fourth judicial district upheld the validity of the enactment of ch. 177, SLA 1980.

In 1995, in (b)(3)(D) of this section, "Range 14" was substituted for "Range 15" to correct a manifest error in § 1, ch. 72, SLA 1995.

Effect of amendments. — The 1994 amendment, effective August 21, 1994, in subsection (b), added present paragraphs (1)-(3), designated "necessary for" as the introductory language of present paragraph (4), redesignated former paragraphs (1)-(3) as present subparagraphs (4)(A)-(4)(C), rewrote the provisions in present subparagraph (4)(C), and added subsection (d).

The first 1995 amendment, effective May 11, 1995, substituted "Fairbanks Meridian" for "Umiat Meridian" following "Range 11 West," in paragraph (b)(2).

The second 1995 amendment, effective September 8, 1995, rewrote subsection (b) and added subsection (e).

Legislative history reports. — For governor's letter returning SCS HB am S (H. failed off. date) see 1980 House Journal, p. 2240, and 1980 Senate Journal, p. 1781.

For Senate letter of intent relating to (b)(3) of this section, see 1985 Senate Journal, page 254, which refers to identical language in an earlier version of the bill.

Sec. 19.40.210. Prohibition of off-road vehicles. Off-road vehicles are prohibited on land within five miles of the right-of-way of the highway. However, this prohibition does not apply to off-road vehicles necessary for oil and gas exploration, development, production, or transportation or to a person who holds a mining claim in the vicinity of the highway and who must use land within five miles of the right-of-way of the highway to gain access to the mining claim. (§ 5 ch 177 SLA 1980; am § 2 ch 77 SLA 1985)

Revisor's notes. — Enacted as AS 19.40.200(b). Renumbered in 1980.

Opinions of attorney general. — The term "land"

is not defined in this section and must be presumed in this context to include both state and federal public land. September 14, 1981 Op. Atty Gen.

Sec. 19.40.290. Definitions. In this chapter

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

(2) "highway" means the secondary highway from the Yukon River to the Arctic Ocean. (§ 1 ch 231 SLA 1970; am § 53 ch 30 SLA 1996)

Revisor's notes. — Formerly AS 19.40.080. Renumbered in 1988.

Effect of amendments. — The 1996 amendment, effective May 16, 1996, repealed paragraph (1).

APPENDIX D

Dalton Highway Emergency Medical Services Draft Plan

MEMO

To: Dalton Highway Advisory Board
From: Craig Lewis, Chairman, Dalton Highway EMS Planning Sub-Committee
Subject: Dalton Highway Emergency Medical Services Plan - DRAFT PROPOSAL
Date: November 2, 1996

The attached proposal reflects the collective effort of a number of volunteers, who have met throughout the summer and early fall to craft the attached series of plans and proposals. I wish to publicly recognize and commend each of them for their participation and commitment to this project. I would also like to recognize the state, federal and private agencies that supported and/or reviewed the plan during its development by either allowing personnel to attend or reviewing. The names and affiliations of those participating in the development process are attached at enclosure one (1).

This plan is presented as a start point. Although it has been reviewed a number of times and has been circulated through a number of agencies and staff members, it should be viewed as a dynamic document. Emergency medical response is multi-dimensional and frequently involves more than one response element. Certainly, this plan is not presented as the "only" way or even the best way to meet the emergency needs of those traveling the Dalton Highway. IF FUNDED, it does represent an accomplishable sequential method to address projected emergency medical needs.

The EMS Committee developed a mission statement for completing its work. Please see enclosure two (2). Given the complexity of this project and the relatively large numbers of jurisdictions along the Dalton Highway, the committee did not complete work with regard to the fiscal implications of implementing the proposed plan. We also need to develop and draft the necessary agreements to insure mutual aid and enhance inter agency cooperation. It is requested that the committee be extended with the goal of developing an initial and maintenance fiscal note and crafting agreements for providing EMS response to the Dalton Highway.

Part of the planning process identified a series of activities that are recommended to start immediately. Please see enclosure three (3). It is felt that these activities are within discretionary decision making prerogatives of the various agencies with jurisdictions along the Dalton Highway corridor and will contribute to improved and reliable EMS response. We encourage your immediate adoption/support of these suggestions.

Lastly, many of the annexes to the Dalton Highway EMS Response plan were extracted from already existing plans and modified to "fit" this particular situation. Each of the annexes have been provided to the various agencies for comment and returned with updates or "no comment". The philosophy of this particular strategy was to create a document that was familiar and already staffed to the greatest extent possible.

Dalton Highway Advisory Board

Page 2

November 2, 1996

Again, I would like to thank the many agencies and individuals collaborating in crafting this draft plan. We hope that the Board is successful in garnering the Governor's support to implement it.

Enc as

Dalton Highway EMS Planning Committee

<u>NAME</u>	<u>AGENCY</u>
Mr. Larry Nakata	Division of Information Services
Ms. Lisa Narow, Chief	Interior Ambulance Rescue Squad
Ms. Ouina Rutledge	Division of National Resources - DL
Mr. Jerry Jasper	Division of Information Services
Mr. Don Lowell	Department of Transportation & Public Facilities
Mr. Jeff Mow	National Park Service
Sgt. Mike Corkhill	Alaska State Troopers
Mr. Dennis McDonnell	Princess Tours
Mr. David Baumgardner	North Slope Borough Fire Department
Mr. Mark Johnson	Section of Community Health and EMS
MAJ Bruce Bates	283rd Medical Detachment (RA)
Mr. Brian Davis	Chena Goldstream Fire and Rescue
Mr. Mike Holtzmuller	University of Alaska Fire Department
Mr. Art DeLaune	Lynden Transport
Mr. Chuck Caldwell	North Slope Borough Search and Rescue
Mr. Jim Buchart	Division of Emergency Services
Mr. Lonnie Sullivan	Alyeska Pipeline Service Company
Mr. John Bivin	Carlile Enterprises, Inc.
Mr. Joe Mishler	Alyeska Pipeline Service Company
Ms. Jan Thacker	Coldfoot Services
Mr. Robert Posey	Bureau of Land Management
Ms. Linda Lewis	Alaska Air Ambulance
Mr. Jan Dick	National Park Service
Ms. Laurie Barter	Aero Med International
Mr. Roger Bleth	North Slope Borough
Mr. Art Warbelow	Warebelow's Air Ventures, Inc.

RECOMMENDATIONS FOR IMMEDIATE ACTION

The following list presents specific actions that federal, state, municipal and local agencies and constituents can and should do in conjunction with the development of the Dalton Highway Emergency/Emergency Response Plan.

1. **Coordinate pre-hospital training (Emergency Trauma Technician or EMT 1) for all personnel that regularly or seasonally work on or are traveling on the Dalton Highway.**
2. **Purchase basic first aid and emergency medical supplies that can be carried by trained individuals or placed in vehicles that travel the Dalton Highway.**
3. **Write individual agency/department policies that require rendering assistance at the scene of an accident or medical emergency.**
4. **Coordinate a communication plan that utilizes already existing systems for purposes of emergency medical care.**
5. **Write and publish informational brochures that contain emergency medical/emergency information. Place brochures at RV parks, weigh stations, information sights, parks and other locations where Dalton Highway travelers would likely pick it up.**
6. **Facilitate legislation that requires travelers to stop at the scene of emergency events and render assistance as necessary.**

MISSION STATEMENT

Proposed to the "Ad hoc" EMS/Emergency plan development committee.

To prepare and recommend a comprehensive emergency medical services and general emergency response plan for the Dalton Highway to the Governor Knowles Dalton Highway Advisory Board.

To prepare and present the fiscal implications/requirements to implement the plan to the Dalton Highway Advisory Board.

To prepare and present an equipment list for materials needed to implement the plan to the Dalton Highway Advisory Board.

To draft mutual aid and inter-service agreements necessary to address jurisdictional issues and enhance inter-agency cooperation.

Presented: May 30, 1996

Approved: May 30, 1996

DRAFT

Dalton Highway Emergency Medical Response Plan

This summary provides a brief synopsis of the major aspects of this plan.

1. PURPOSE:

- a. Provide guidance and procedures for response to and conduct of operations for emergency medical situations, or emergency circumstances affecting individuals living or traveling along the Dalton Highway.
- b. Describe the hazards which threaten residents, visitors and users of the Dalton Highway Corridor.
- c. Predetermine emergency medical response related actions to be taken by Federal, State, Municipal, local and private sector agencies.
- d. Assign emergency medical response tasks

2. CONDITIONS FOR EXECUTION:

- a. This plan will be implemented by the Department of Public Safety, Alaska State Trooper Dispatch in Fairbanks, upon alert of an emergency or emergency medical situation along the Dalton Highway. Conditions which might cause implementation include potential or actual aircraft crashes, motor vehicle accidents involving personal injury of one or more persons, medical emergencies, hazardous material incidents, or any other emergency or emergency medical circumstance that would affect one or more persons or could impair or affect the surrounding community or area and from which assistance from the resources of this plan are requested.
- b. This plan is subject to modifications to meet various contingencies.

3. ASSUMPTIONS

- a. Motor vehicle accidents, aircraft crashed, technological incidents, acute illness or other injury producing events are likely to occur without warning and at a times other than normal work hours.
- b. Because of the geographic isolation, injury or acute illness producing events will sometimes overwhelm local ability to mitigate the situation
- c. Traumatic injury or acute illness will happen outside areas of population or general service of any kind.
- d. The State Emergency Coordination Center (SECC), at the Alaska Division of Emergency Services in Anchorage will not be activated except as defined later in this plan.
- e. Communications may be limited and unreliable..
- f. Transportation will be available (ground or air).
- g. During major incidents, local, national and other press may be on scene within a short time.
- h.. Highway travelers will want to be helpful and volunteer as needed. Local residents, private industry and state workers will come forward. Resourceful leadership will be required at the scene.
- I. Persons will not take unlawful advantage of those victimized, or tolerate those who attempt such behavior.
- j. Inclement weather may hamper quick response of additional resources and quick evacuation of injured or ill individuals.

3. OPERATIONS TO BE CONDUCTED:

- a. Deployment:
 - (1) Deployment of emergency medical services response teams will be conducted in accordance with Annex D and G of this plan.

- (2) Additional resources may be deployed to the site of the emergency. response will be in accordance with the actions listed in Annexes B,D,F and G.

b. Employment

- (1) In the event of an emergency medical or other emergency situation, responding individuals/agencies will act promptly to alleviate human suffering, save lives and minimize damage.
- (2) Emergency/Emergency medical response individuals/agencies will respond to accidents/incidents involving Alaskan citizens, visitors, or any other individuals traveling along the Dalton Highway. Actions will include rescue, stabilization, medical evacuation, contamination control, containment and recovery.
- (3) When alerted (requested or informed) of an emergency medical or other emergency situation involving injured individuals on the Dalton Highway, the Alaska State Troopers (Troop E, Fairbanks) will activate local resources and monitor resource deployment with regard to search and rescue, emergency medical response, and recovery operations.
- (4) Under normal circumstances, inter-departmental mutual support agreements will provide prior authorization to initiate the response. Emergency assistance may be provided outside these agreements if delay would further endanger life or public welfare.

c. Agencies/Departments Assigned:

Composition of the response will be as required to mitigate and render proper care to the injured. Additional resources and activities are as noted in Annexes B,C,D,E,F,and G.

d. Supporting Documents:

Each agency/business/Department will prepare checklists in support of this plan within 45 days of the receipt of the plan.

4. TIME TO COMMENCE EFFECTIVE OPERATIONS:

- a. Annexes C,D, and G of this plan contains specific instructions for response to emergency medical and other emergency incidents. These annexes will be implemented upon determination by the on-scene senior EMS/fire official, that the incident is of such magnitude as to require a response from the emergency medical response team.
- b. Annex B and C are effective as local requirements dictate.
- c. Annex G is effective upon notifications of the Alaska State Troopers.

5. COMMAND RELATIONSHIPS:

During a major incident, the senior medical/fire official on scene, or his designated representative, will have on scene command responsibilities. Commander, Troop E, Alaska State Troopers will have command of the support operations until relieved by higher authority or when the situation is terminated.

6. LOGISTICAL APPRAISAL

Sufficient equipment and trained forces are available for limited emergency medical response situations; however, prolonged or extensive operations would require augmenting support from other resources. Requirements for additional technical and logistical support will be channeled through the State Troopers to the Division of Emergency Service, Alaska Department of Military and Veterans Affairs..

SUMMARY OF RESPONSIBILITIES

Proposed Annexes

Annex A	Continuity of Government
Annex B	Military Support
Annex C	Emergency Medical, Health and Mortuary
Annex D	Law Enforcement/EMS Notification
Annex E	Transportation
Annex F	Communications
Annex G	Emergency Deployment

ANNEX A

I - Individual State Agencies

a. **Office of the Governor.** The Governor may declare a condition of disaster emergency if he finds that a disaster (AS 26.23.900) has occurred, is imminent, or threatened. The Office of the Governor is responsible for coordinating agency efforts, and resolving disputes between agencies. The Office:

- (1) Provides extra agency funding for emergencies.
- (2) Responds to press inquiries.
- (3) Controls video documentation and feeds to the press.
- (4) Receives inquiries from vendors and conducts technical evaluation of vendor products through the State's Hazardous Substance Spill Technology Review Council.
- (5) Provides a liaison with local governments in major spills.
- (6) Controls access to the Disaster Relief Fund.

b. **Alaska Department of Environmental Conservation (ADEC).** ADEC is responsible for the prevention and abatement of water, land and air pollution, and leads the State's oil and hazardous substance spill response.

ADEC Spill Prevention and Response Division

The Spill Prevention and Response (SPAR) Division of the Alaska Department of Environmental Conservation is responsible for the prevention of incidents involving the spill or release of oil and hazardous substances. In the event of spills or releases, SPAR will be prepared to minimize the impact upon lives, property, and environment by responding decisively to secure, contain, and remove such discharges in accordance with the National Contingency Plan and this plan. Included in SPAR's mission is coordination of planning and response activities with Federal and State agencies, local governments, and local responders. Independent Spill Response Capability. The Legislature charged ADEC with developing a response capability Independent of industry, local and federal capabilities. ADEC Field and District Offices are staffed in Kenai, Wasilla, Valdez, Bethel, Kodiak, Unalaska, Ketchikan, Sitka and Nome. ADEC currently has a response team in each of its four regions; Southeast, Southcentral, Pipeline Corridor and Northern.

The extent of an ADEC response depends upon local resources, circumstances concerning the Responsible Party and the degree of risk to public health and the environment. The precise location of a spill incident may fall beyond the jurisdictional boundaries of a local emergency response entity, and response will default to the Responsible Party, Federal government or ADEC.

ADEC has staffing, equipment and response/cleanup contractor resources to contain and mitigate most releases of oil or other hazardous substances. The department has developed policy for deploying their resources based on National Fire Protection Association (NFPA) guidelines for Levels of Hazardous Materials Response. Recognizing the need to provide technical assistance, ADEC has trained 120 employees to the 40 hour General Site Worker/HazMat Technician level.

Additionally, ADEC:

- (1) Provides local emergency responders with technical assistance and advises on necessary protective actions.
- (2) Coordinates all actions with the Alaska Regional Response Team and the incident command system.
- (3) Advises and assists local emergency responders.
- (4) Evaluates the environmental and public health implications of the spill and identifies priority areas for protection and cleanup in consultation with other State and Federal agencies.
- (5) Provides liaison with Federal agencies, local governments, adjacent countries, other States, the private sector and the public as needed.
- (6) Coordinates public information.
- (7) Collects and analyzes water, soil, vegetation or tissue samples for response, cleanup and damage assessment.
- (8) Assesses environmental damages.
- (9) Provides logistical support to State and local agencies.
- (10) Documents all aspects of the incident and subsequent response for cost-recovery, enforcement, response enhancement, and prevention.
- (11) Supports, advises, and monitors local response efforts.
- (12) Serves as the final State Authority for cleanup standards.

- (13) Recovers the State's costs from the Responsible Party.

Authorities:

AS 46.03.740-865, AS 46.04.010-210, AS 46.08.005-080, AS 46.09.010-070.

c. Alaska Department of Military and Veteran's Affairs, Division of Emergency Services (ADMVA/DES). ADMVA/DES prepares the State Emergency Operation Plan and coordinates the State's disaster operations organization.

- (1) Operates the State's Emergency Operation Center (EOC).
- (2) Coordinates and provides logistics support during disaster emergencies including communications, air, ground and water transportation support, equipment and supplies, facilities, fuel and food, and assists with these functions for smaller spills at the request of the SOSOC.
- (3) Establishes, maintains and staffs emergency equipment depots.
- (4) Establishes and trains the Volunteer Response Corps.
- (5) Maintains the Alaska Emergency Operation Plan.
- (6) Participates and oversees the development of local and inter-jurisdictional disaster plans.
- (7) Maintains a roster of trained persons skilled in disaster prevention, preparedness, response and recovery.
- (8) Provides direct support to local communities in declared emergencies, including spills.

d. Alaska Department of Natural Resources (ADNR). ADNR manages and controls State-owned lands and water including uplands, tide lands and submerged lands to the three-mile territorial limit and resources therein. ADNR is also responsible for the preservation and protection of historic sites and the management of State parks and recreation areas. ADNR:

- (1) Identifies sensitive resource protection priorities such as important public use and recreation areas, lease sites, anchorages, cultural sites, etc.
- (2) Identifies land ownership and status and relevant land use plan policies.

- (3) Advises on resource protection priorities, protection measures, cleanup actions, disposal sites and restoration standards on affected State lands and resources.
- (4) Provides logistic, equipment and personnel support including field monitors as necessary to support the response, damage assessment and restoration operation and ensure the protection of State resources.
- (5) Manages common carrier pipelines through the State Pipeline Coordinator's office.

Authorities:

AS 38.04.005, 38.04.060-065, 38.05.035, 38.05.850, 38.05.180, 38.35, 41.15.010-070, 41.21.020, 41.35.010-240
National Historic Preservation Act (16USC 470)

e. Department of Public Safety (ADPS). ADPS protects life, property, and fish and wildlife. ADPS:

- (1) Provides central emergency notification.
- (2) Provides law enforcement support including traffic and crowd control; evidence handling, collection and storage; criminal investigations; site security; and coordinates with the coroner on all death-related matters and deceased identification efforts, including next-of-kin notification.
- (3) Performs/coordinates search and rescue operations.
- (4) Coordinates initial request for State fire defense resources.
- (5) Conducts investigations associated with criminal aspects.
- (6) Serves search and inspection warrants to assist agencies.
- (7) Protects State equipment.
- (8) Responds to possible increases in crime, domestic violence, alcohol and substance abuse, etc., as a result of transient population increases.

Authorities:

AS 18.65.080, AS 18.65.090, AS 18.60.120

f. Department of Community and Regional Affairs (ADCRA). ADORA coordinates State activities that affect communities and regions. ADCRA:

- (1) Assists affected community in identifying needs and response strategies.
- (2) Acts as a liaison between affected communities and State and Federal agencies.
- (3) Coordinates actions between communities.
- (4) Monitors the long-term impacts from the incident and provides coordination and assistance associated with long-term impacts to local communities.
- (5) Provides grants to local communities to mitigate impacts from response activities.
- (6) Provides technical assistance to local governments seeking reimbursement and damage compensation.
- (7) Provides assistance, training and funding for community electrical systems and bulk fuel storage and distribution.
- (8) Provides economic development assistance, training and funding to help communities recover from the effects of spills.

Authority:
AS 44.47.050

g. Department of Labor (ADOL). ADOL administer the Alaska Occupational Safety and Health Administration (OS HA) Program. ADOL:

- (1) Mobilizes emergency manpower for essential use.
- (2) Provides oversight of all response activities to ensure the health and safety of all workers.
- (3) Controls industrial hygiene measurements of vapors and aerosols from dispersant or chemical spray operations.
- (4) Investigates accidents associated with spill response.
- (5) Determines standards for safety training, protective clothing and safety gear.

- (6) Inspects cleanup operations to ensure compliance with safety standards.
- (7) Inspects response facilities for compliance with plumbing, electrical and boiler codes.

h. Department of Health and Social Services (ADHSS). ADHSS directs and coordinates the State's emergency medical and health services. ADHSS:

- (1) Evaluates incident implications for public health and welfare.
- (2) Recommends public health and welfare protection methods.
- (3) Arranges for on-scene emergency medical support and victim transport as necessary.
- (4) Determines availability and condition of health facilities.
- (5) Coordinates public health information.
- (6) Advises on response activities as they relate to public health.
- (7) Collects and analyzes samples to identify human health problems in coordination with ADEC and ADF&G.
- (8) Assesses damages to human health and welfare.
- (9) Responds to disease and sanitation problems caused by overcrowding and stress on facilities and systems.
- (10) Upgrades mental health care facilities in response to possible increases in substance and child abuse.
- (11) Provides disaster psychology services.

i. Department of Administration (ADOA). ADOA conducts centralized data processing, accounting and protection of vital records. ADOA:

- (1) Authorizes procurement on behalf of the State's emergency response organization.
- (2) Provides emergency management of State employee manpower pool.
- (3) Provides, maintains and repairs emergency telecommunications, including:
 - (a) Extra telephone lines and systems

(b) VHF repeater systems and hand-held radios

- (4) Develops streamlined emergency contracting and hiring procedures applicable to responses.

j. Department of Law (ADLaw). ADLaw provides legal advice to State agencies and the Governor. ADLaw:

- (1) Provides legal advice to the SOSC, State ICS sections, and involved State agencies.
- (2) Conducts investigations and directs civil actions.
- (3) Arranges legal documentation systems.
- (4) Provides technical advice on witness interviewing, evidence gathering, storage and handling.
- (5) Coordinates with the SOSC and activates the Environmental Crimes Unit, as necessary, to assist in enforcement issues.

k. Department of Transportation and Public Facilities (ADOTPF). ADOTPF maintains and operates State construction and transportation facilities including airports, railroads, roads, highways, marine highways (ferries), bridges, and ports. ADOTPF:

- (1) Provides transportation and equipment as needed.
- (2) Provides communications between ADOTPF facilities.
- (3) Assesses damages to State facilities.
- (4) Provides engineering services as needed.
- (5) Closes State highways and re-routes traffic.
- (6) Provides airport security, firefighting and safety facilities.
- (7) Provides emergency snow removal.
- (8) Operates airports.
- (9) Provides ferries for transport, housing and general logistical support.
- (10) Assesses damage to road and airport pavement from overweight traffic and loads responding to spills.

II- State Emergency Response Commission (SERC) and Local Emergency Planning Committees (LEPCs).

- a. The Alaska State Emergency Response Commission (SERC) was originally established by the Federal Government under the Emergency Planning and Community Planning portion (Title III) of the Superfund Amendments and Reauthorization Act (SARA) in 1986. That law gives citizens the right to know what hazardous substances are being used, stored, or manufactured in their communities and encourages them to prepare emergency plans for responding to releases. House Bill 566 passed by the Alaska Legislature during the 1990 session established SERC in State statute and provided funding for implementation. The State legislation requires the SERC to implement SARA Title III in Alaska, broadens the definition of hazardous substance to include oil, and ensures that local, regional, and Statewide plans are well-integrated and coordinated with each other and with Federal and facility and vessel plans by granting the SERC approval authority over Local Emergency Response Plans, and the State and Regional Oil and Hazardous Substance Discharge Prevention and Contingency Plan.
- b. LEPCs. HB 566 also established in State law, LEPCs, as appointed by the SERC, with responsibilities to develop the Local Emergency Response Plans (LERPs). LEPCs are charged to facilitate planning efforts with local communities and to develop LERPs.

State law requires LERP's to contain procedures for responding to oil and hazardous substance discharges. AS 46.13.040 and Title III of the Superfund Amendments and Reauthorization Act of 1986 (SARA) set forth general requirements for LERPs.

LERPs must be submitted to the SERC for approval. The LEPCs work with communities to prepare local plans. To facilitate coordination, local plans must use an incident command system (ICS) substantially equivalent to the ICS used in this Unified Plan. Initial actions of local responders will be consistent with those described in this plan for all first responders. LEPCs are responsible to ensure a Community Emergency Coordinator (CEC) is provided to the MAC Group, whenever a Unified Command is utilized.

LOCAL GOVERNMENT/LOCAL RESIDENT ROLES

Local government/residents may respond to an emergency to protect life and property, in some cases, assuming the role of Incident Commander until the immediate threat to public safety is abated. For example, local government may respond to a fire or MVA. After mitigating any threat to public safety, and initiating the request for assistance, local government/residents will relinquish command as assistance arrives on scene. If

requested the local emergency responder may provide supplemental assistance.

Initial actions by local government may include the following:

- Local On-Scene Coordinator
- Notifications
- Initial hazard determination
- Communications
- Life saving/rescue/emergency medical care
- Fire fighting
- Security (traffic, crowd control, site perimeter)
- On-Scene liaison with other parties
- Providing public information
- Evacuation
- Shelter

ANNEX B

MILITARY SUPPORT

I. MISSION

To provide for the most effective use of military assistance made available to civil authorities during emergencies.

II. SITUATION AND ASSUMPTIONS

A. Capabilities

1. Rendering military assistance to civil authorities is established by the U.S. Constitution, Federal and Alaskan Statutes and service regulations.
2. In a declared emergency, the President may authorize the Secretary of Defense to insure obligations and use defense resources for civilian purposes without regard to existing laws.
3. Commander, Joint Task Force Alaska Operation Plan 9639 provides for peacetime military support of civil emergency relief operations with the State of Alaska.
4. OPLAN RAVEN provides State military assistance to civil authorities for domestic emergencies.

B. Limitations

1. All possible non-military assets must be used prior to use of military resources.
2. Military assistance to civil authorities is temporary and may be terminated depending on changes in military situation.

III. ORGANIZATION AND RESPONSIBILITIES

a. FEDERAL

1. Federal Emergency Management Agency (FEMA) is responsible for serving as the central point of contact for federal emergency management planning and operations within Alaska.

2. Joint Task Force-Alaska (JTF-AK), when activated, is responsible within the capabilities and defense priorities, for temporary military support (forces, resources, services) to civilian emergencies through its civil operations section, which will:
 - a. Establish liaison with FEMA Region X and/or Office of Emergency resources (OER).
 - b. Establish liaison with ADES
 - c. Coordinate with civil authorities to reduce interference with military operations.
 - d. Coordinate security of critical facilities and resources.
 - e. Coordinate efforts of military support to civil relief and recovery operations.

3. Air Force forces will be prepared to:
 - a. Conduct aeromedical evacuation, search and rescue, and aerial reconnaissance of incident sites.
 - b. Coordinate the activities of the Civil Air Patrol (CAP).
 - c. Provide forces for civil relief and recovery operations.
 - d. Come under JTF-AK command when activated.
 - e. Provide airlift support to the civil sector.

4. Army forces will be prepared to:
 - a. Conduct aeromedical evacuation, search and rescue, and aerial reconnaissance of incident sites.
 - b. Provide explosive ordinance disposal.
 - c. Provide forces for civil relief and recovery operations.
 - d. Come under JTF-AK command when activated.

B State

1. Department of Military and Veterans Affairs (DMVA) is responsible for:
 - a. The Adjutant General as the Chief of Staff for the military assistance to the Governor, directs the employment of State military forces in support of civil authority through ADES.
 - b. The State Area Command (STARC) which is responsible for carrying out the functions of DMVA in liaison with ADES.
2. Division of Emergency Services (ADES) is responsible to:
 - a. Coordinate emergency relief actions.
 - b. Be the point of contact between State and federal agencies.
 - c. Keep the AG informed in a timely fashion.
 - d. Task departments of State government to provide emergency assistance through current plans.
3. National Guard, AK is responsible for carrying out State military support operations to civil authority.

IV. CONCEPT OF OPERATIONS

- A. Requests for State military assistance to civil authority will be submitted by local officials to ADES, who will coordinate the request with the AG.
- B. Requests may also be made to the AG when requesting authority is unable to contact ADES.
- C. Where delay would jeopardize life and property, requests may be made to the nearest military unit or installation Commander in the area
- D. Military support operations should be accomplished in a manner permitting full use of civil emergency management organizations.
- E. Federal military forces supporting civil authorities will remain under federal military control.

- F. Only in circumstances in which civil authority has been destroyed or rendered totally incapable does the military assume complete control of the functions of civil government.

V. ESSENTIAL FUNCTIONS AND SERVICES

State

1. Department of Military and Veterans Affairs (DMVA) when directed by the Governor will employ forces in support of the State Emergency Plan and line authority for the following:
 - a. Adjutant General who is responsible for planning and employment of National Guard resources in support of Emergency plans.
 - b. Division of Emergency Services who will plan coordinate and assist State and local Government on conducting emergency management operations affecting the civil community.
 - d. National Guard who is the responsible source of State military manpower for support of the State Emergency Plan in mitigation and relief operations as directed by the current STARC plans.

VI. DIRECTION AND CONTROL

A. Direction

1. Military commanders providing support to civil authorities will be subject to no authority other than their immediate superiors in the military chain of command. Military personnel committed in support of civil emergencies will, at all times, remain under the command of, and directly responsible to, their military superiors but will cooperate with local authorities and accept missions from them commensurate with their respective capabilities.
2. The State AG or designated representative will provide advice to the Governor on military support to civil authorities for civil protection.

B Communications

1. Local governments will use established emergency services communications channels to request and coordinate military support.
2. Military units will use established military communications channels to conduct military support operations.
3. Field communications between local government and military units will require on-site coordination to effect a local solution.

C. Public Information

The media will be utilized as the primary means for disseminating public information pertaining to military support operations.

ANNEX C

MEDICAL, HEALTH AND MORTUARY

I. MISSION

- A. To coordinate the organization and mobilization of State medical and health services and resources during an emergency.
- B. To coordinate support for the care of injured, sick and dead resulting from an emergency.

II. SITUATION AND ASSUMPTIONS

A. Capabilities

Major medical facilities in Alaska are located in Fairbanks and Anchorage with hospitals located in several smaller communities.

B. Limitations

1. A major emergency could destroy or disrupt a large segment of the medical and health facilities and services including loss of medical personnel and major hospitals.
2. The number of casualties in a war disaster could severely tax the capability of the medical profession.
3. Certain designated host areas do not have existing medical facilities to provide for the expanded population.
4. Disruption of communications and transportation facilities could seriously hinder health services.

III. ORGANIZATION AND RESPONSIBILITIES

A. Federal

The Department of Health and Human Services has primary responsibility for emergency plans and programs covering civilian health services and resources.

B. State

1. Alaska Court System is responsible for exercising the authority of the Coroner.

2. Department of Environmental Conservation in coordination with Department of Health and Social Services has responsibility for sanitation inspection, vector control, drinking water and solid waste management.
3. Department of Health and Social Services (H&SS) is responsible for the Emergency Health Agency and the administration of this Annex. The Commissioner will advise the Governor and Director of Emergency Services on all matters pertaining to this Annex.
4. Department of Public Safety is responsible for coordination with the Emergency Health Agency and the Coroner's Office through on-scene control, transportation assistance and handling of the dead.

C. Local

Local governments are responsible for direction and coordination of health operations of local levels.

IV. CONCEPT OF OPERATIONS

- A. Liaison between State and local agencies will be through regional or sub-area Emergency Medical Service Councils.
- B. Support for emergency medical and health services operations will be under the coordination of the Alaska Department of Health and Social Services, with the bulk of medical and health services being carried out at the local level.
- C. During the declared emergency, emergency medical and health services will be made available, commensurate with the availability of resources, to any person in need. Assistance during crisis relocation may be provided on a mass-care basis.
- D. The Alaska Department of Health and Social Services will develop standard operating procedures to implement departmental emergency operations.
- E. The Emergency Health Agency consists of manpower, materials, and facilities sections managed by sector chiefs.
- F. Representatives of the medical profession will advise and assist the Emergency Health Agency.

V. ESSENTIAL FUNCTIONS AND SERVICES

A. Federal

U.S. Department of Health and Human Services will assist the State Department of Health and Social Services in carrying out their mission.

B. State

1. Administrative Director, Alaska Court System through the coroners will process casualties by:
 - a. Developing plans to cope with mass casualties.
 - b. Recording of deaths.
 - c. Coordination with private funeral homes.
2. Department of Environmental Conservation will support the Emergency Health by:
 - a. Providing required sanitary inspections and technical supervision of food service, food storage and other public facilities, temporary shelter and housing, existing and emergency water supplies, domestic wastewater and solid waste treatment and disposal, vector control, and dead animal removal and disposal to assure:
 - (1) A wholesome and bacteriologically safe food supply.
 - (2) Safe and clean lodging during the disaster period.
 - (3) Adequate control of infectious disease.
 - (4) A safe potable drinking water supply.
 - (5) That sewage disposal meets minimum standards required to protect public health.
 - (6) Solid wastes are adequately controlled.
 - b. Providing damage assessment support, as required, to determine post-disaster community water, sewage, solid waste, food distribution, housing and vector control needs.
 - c. Working with the Emergency Health Agency, advise on environmental protection implications of disaster relief and recovery actions.
3. Director, Division of Public Health, Department of Health and Social

Services is Director, Emergency Health Agency and will:

- a. Direct and coordinate State emergency, medical and health services, including development of plans and SOP's, and encourage local communities to conduct exercises (with technical assistance from ADES and regional or sub-area EMS agencies).
- b. Arrange for transport of victims to alternate medical care facilities when local units are saturated, and work through ADES to request military and/or Coast Guard assistance in providing emergency medical personnel, resources, and transportation for incidents involving large numbers of casualties.
- c. Arrange for providing on-scene EMS support when necessary, and assist local communities in stockpiling medical supplies for mass casualty incidents.
- d. Coordinate activities with Director, Division of Emergency Services and with federal agencies.
- e. Advise commissioner, DH&SS and Deputy Commissioner for Health Services on emergency health matters.
- f. Appoint managers for sections of the Emergency Health Agency as follows:

(1) Health Manpower Section

The Chief, Health Manpower Section, is responsible to the Director, Emergency Health Agency, and will direct health manpower management by:

- (a) Determining distribution of health manpower.
- (b) Mobilizing all health manpower for emergency assignments.
- (c) Establishing health manpower use standards.
- (d) Arranging the transfer of health manpower to locations of greater needs.
- (e) Obtaining the assistance of the Emergency Manpower Agency in locating and referring health and supporting manpower.
- (f) Preparing and justifying requests for additional health manpower.

(2) Health Material Section

The Chief, Health Material Section is responsible to the Director, Emergency Health Agency, and will direct health material management by:

- (a) Determining requirements, shortages, surpluses, and availability of health supplies.
- (b) Directing emergency activities concerning procurement, distribution, and use of health supplies.
- (c) Coordinating with Emergency Transportation Agency in distribution of available supplies.
- (d) Preparing time-phased estimates of requirements for essential health survival items and supporting resources.
- (e) Initiating action for the recovery and salvage of medical supplies and equipment.
- (f) Determining quantities and types of health items available for the public from wholesalers and retailers, and the procurement of resources needed by the communities.

(3) Health Facilities Section

The Chief, Health Facilities Section is responsible to the Director, Emergency Health Agency, and will direct health facilities management by:

- (a) Determining the availability and condition of health facilities.
- (b) Expediting emergency repair, construction, and rehabilitation of essential health facilities through liaison with the Emergency Construction Agency and other Emergency Resources Agencies, as appropriate.
- (c) Acquiring additional structures and real estate, as needed for providing health services.
- (d) Development and coordination of logistical plans for the deployment of State controlled packaged disaster hospitals, casualty collection, first aid, and other health service facilities or units.
- (e) Maintenance of resources data files on health facilities.
- (f) Development and coordination of standards for construction and rehabilitation of health facilities

during the recovery phase.

(4) Department of Public Safety provides:

- (a) Assistance in transportation of sick and injured.
- (b) Assistance in on the scene logistical control.
- (c) Assistance in identification and handling of dead and injured.

C. Local Government

- 1. Local governments will develop local plans and will test capabilities covering Emergency Health Plans.
- 2. Local governments are responsible for the direction and coordination of health operations at local levels.

VI. DIRECTION AND CONTROL

A. Control Center(s)

- 1. The Commissioner of the State Department of Health and Social Services will coordinate emergency medical and health services in accordance with applicable State laws and regulations for operation under disaster conditions.
- 2. Close coordination and cooperation with all governmental units and agencies will be maintained at all levels.

B. Communications

Communications involving emergency medical and health services will be accomplished through existing communications systems which are an integral part of regularly constituted emergency services organizations.

C. Public Information

Emergency public information regarding evacuation and shelter in-place operations will be disseminated to both residents and evacuees through the local media. They will be informed of the emergency situation, services available, what to do, where to go, what to bring along, and related details. This information will serve to both ease the burden on host boroughs and contribute to orderly operations conducted during an emergency situation.

ANNEX D

LAW ENFORCEMENT

I. MISSION

- A. To provide for effective statewide coordination of law enforcement during an emergency.
- B. To protect life, property, and provide effective crowd and traffic control during emergencies.
- C. To maintain law and order under all circumstances, and to enforce emergency rules and regulations.
- D. To provide for rapid dissemination of warning and other information over an established warning system.
- E. Security of essential facilities including maintenance of detention facilities.

ii. SITUATION AND ASSUMPTIONS

A. Capabilities

- 1. The Department of Public Safety and members of the State Troopers may command the assistance of any able bodied person to aid in accomplishing its purposes.
- 2. Due to their 24-hour operation and communications capability, law enforcement agencies are a valuable resource for dissemination of warning and emergency information.
- 3. Coordination and assistance between federal, State and local law enforcement agencies is facilitated by mutual assistance agreements.

B. Limitations

- 1. Law enforcement agencies will be heavily burdened during evacuations.
- 2. Law enforcement personnel may be exposed to hazards leading to loss of life and equipment.

III. ORGANIZATION AND RESPONSIBILITIES

A. Federal

1. Federal Bureau of Investigations has the general responsibility for the investigation of espionage, sabotage, and subversive activities.
2. US Marshal's Office may be expected primarily to direct their activities toward assisting the FBI in fulfilling emergency responsibilities.
3. Armed Forces Police are expected to fulfill their primary military mission, including their coordination of the use of evacuation routes, and direction and assistance in evacuating military dependents.

B. State

1. Department of Public Safety has line authority for:
 - a. Division of Alaska State Troopers which is responsible for law enforcement in all areas of the State except as previously established by policy or judicial interpretation.
 - b. Division of Fish and Wildlife Protection which is responsible for enforcement of fish and game regulations and general police duties as required.

IV. CONCEPT OF OPERATIONS

- A. Close cooperation among all levels of police service will be necessary to meet emergency requirements with the resources available.
- B. Local police departments will augment their forces as needed and develop mutual-aid agreements with neighboring jurisdictions.
- C. State Troopers will coordinate the activities of all police agencies within the State and muster and allocate mobile support according to need and availability.
- D. Local police departments, upon request of the State Troopers, will report availability and provide the use of resources which may be used for mobile support to other areas.

- E. Unified police command will be established by the Director, State Troopers, to permit rapid adjustment to cope with problems as they develop.
- G. Commanders of mutual-aid and mobile support units assigned to perform police services within a local jurisdiction will supervise their own personnel, but will be under the direct control of the local police chief until relieved by the assigning authority.
- H. State Troopers may assume command of police operations within a local jurisdiction when local command is inoperative or ineffective.
- I. Detachment captains will be delegated all the authority of the Director, Alaska State Troopers, within their Detachments when contact with higher authority has been severed.

V. ESSENTIAL FUNCTIONS AND SERVICES

A. Federal

Federal agencies may be expected to provide law enforcement services in accordance with federal responsibilities.

B. State

Commissioner, Department of Public Safety, has overall responsibility for the administration of this annex and will:

- 1. Advise the Director, ADES on all matters pertaining to police services.
- 2. Have line authority over:
 - a. Director, Alaska State Troopers, will:
 - (1) Direct the Alaska State Troopers to assume jurisdiction in any area of the State as may be necessary for preservation of life and property and enforcement of emergency orders, rules and regulations
 - (2) Direct and control the employment of local, State and other police resources to accomplish the overall mission of emergency police services.
 - (3) Coordinate and support all police activities of local, State and federal agencies, for the protection of essential resources and for provision of police services

to unincorporated areas, all according to priorities and within the limits of their own capabilities

(4) Assure the following essential services:

- perform emergency dispatch function for isolated unserved areas.
- Control of vehicle and pedestrian traffic
- Security of property
- Assign sufficient regular and emergency police
- Maintain law and order.
- Security of critical supplies stored at public distribution facilities and governmental storage areas when security cannot be provided by the organization or agency.
- Enforcement of emergency highway traffic regulation plan when it becomes effective
- Light search and rescue operations.

a Director, Division of Fish and Wildlife Protection will:

Perform general police activities under direction of the Director, State Troopers during evacuation.

VI. DIRECTION AND CONTROL

A. Control Centers

Request for law enforcement support will be made through appropriate law enforcement channels.

B. Communications

Control of all State law enforcement activities will be accomplished through existing law enforcement communications systems, augmented as required, by systems available to emergency services and other elements of government.

C. Public Information

The media will be utilized as a the primary means of disseminating information to the public pertaining to law enforcement activities.

ANNEX E

TRANSPORTATION

I. MISSION

To provide for the effective utilization of available transportation services to meet essential State needs in an emergency.

To provide a means of coordination at all levels between all available modes of transportation.

II. SITUATION AND ASSUMPTIONS

A. Capabilities

1. The State is capable of effectively coordinating all elements of transportation, both interstate and intrastate, in the initial emergency period.
2. Privately owned vehicles are available to be utilized as a primary source of transportation for persons and relatively lightweight supplies (e.g., food, medical).
3. State owned aircraft (including those of the Department of Fish and Game, and Department of Public Safety) are available for emergency use. Additional aviation capabilities are provided by the National Guard and Civil Air Patrol and MAST.
4. The Governor has the authority to waive load limits to expedite transportation of vital supplies (AS 26.23.10.-230).

B. Limitations

1. Fuel (i.e., gasoline and diesel oil) may be in short supply.
2. State owned transportation resources are inadequate to meet essential emergency needs.

III. ORGANIZATION AND RESPONSIBILITIES

A. Federal

1. Interstate Commerce Commission is responsible for working with the interstate motor transportation industry including claiming of resources required to operate surface transportation and for allocating the use

of domestic interstate surface transportation and storage to assure movement of essential freight and passengers.

2. U.S. Army Corps of Engineers is responsible for:
 - a. Improvements, restoration or rehabilitation, operation and maintenance of federally authorized river and harbor projects.
 - b. Assembling data on construction manpower and equipment available.
3. Department of Transportation has responsibility for the following agencies:
 - a. Alaska Railroad is responsible for reconstruction, modification and repair of the railroad system in the State of Alaska and the transport of freight and passengers to accomplish essential functions.
 - b. U.S. Coast Guard is responsible for the safety and security of ports, for marine environmental protection and marine inspection.
 - c. Office of Emergency Transportation, when formed in the State of Alaska, is responsible for the coordination of the management and centralized control over the use of interstate transportation essential resources.
 - d. Federal Aviation Administration is responsible for management of natural airspace systems, airdromes, civil aircraft other than air carriers and for implementation of the State and Regional Disaster Airlift Plan.
 - e. Federal Highway Administration is responsible for the restoration of highways and highway facilities by appropriate funding and technical guidance through cooperation with appropriate federal and State and local government units: they will facilitate the safe guarding of essential public highway travel, including radiological monitoring.

B. State

1. Department of Commerce and Economic Development is responsible for the Emergency Transportation Agency and its resource support for essential transportation facilities and equipment in areas concerned with intra and interstate transportation.

2. Department of Transportation and Public Facilities is responsible for:

- a. Planning, construction, maintenance and operation of all State airports, buildings, highways, and small boat harbor facilities.

C. Local

Local emergency services directors are responsible for appointing Transportation Coordinators to meet local needs.

IV. CONCEPT OF OPERATIONS

- A. To assure effective management of transportation resources in an emergency, it is imperative that representatives of the transportation industry assist State and local emergency services staffs.
- B. It is assumed that the primary movement of people and supplies will be over the highway network with private vehicles and motor carriers.
- C. The Alaska Transportation Commission will assure the best utilization of the aviation resources available to the State in an emergency. Air transportation will be utilized only for the movement of urgently needed personnel and supplies.
- D. Administrative departments furnish transportation where possible.
- E. Current inventories of transportation resources should be maintained at State and local levels.
- F. Emergency transportation operations of State government will be conducted in accordance with the State Emergency Highway Traffic Regulation Plan, Emergency Resource Management Plan and other applicable plans and procedures.
- G. Transportation industries will function under their own management and operate their systems and facilities to provide the maximum possible service within their capabilities.
- H. Emergency Transportation Agency Advisors will consist of private sector and federal agency representatives who will act as liaison to the Director.

V. ESSENTIAL FUNCTIONS AND SERVICES

A. Federal

Under the direction of the U.S. Department of Transportation, the Office of

Emergency Transportation, parts of the Interstate Commerce Commission, Federal Highway Administration, the Federal Aviation Administration and the Civil Aeronautics Board will have responsibility for controlling all interstate transportation resources within the State.

B. State

1. Chairman, Alaska Transportation Commission is the Director, Emergency Transportation Agency and is responsible to the Commissioner, Department of Commerce and Economic Development for transportation systems to meet essential needs by:
 - a. Managing the conservation, coordination and use of transportation resources.
 - b. Determining transportation requirements and resources needed for support.
 - c. Requesting resources support as needed from Resources Priorities Board.
 - d. Coordination with appropriate federal agencies.
 - e. Receiving priorities from Resources Priorities Board.
 - f. Appointing directors for surface and air transportation.

2. Deputy Commissioner for Central Region, Department of Transportation and Public Facilities is the Director, Emergency Construction Agency and will provide for emergency construction and maintenance of essential transportation facilities and systems by:
 - a. The repair and modification of transportation systems including public buildings, waters, harbors, airports, and marine transportation systems.
 - b. Processing damage assessment reports from all sources.
 - c. Providing guidance pertaining to contractor services and construction resources.
 - d. Providing Resources Priorities Board with projected needs of resource support for construction activities.
 - e. Coordinating with appropriate federal agencies.
 - f. Assuming role of federal counterpart when they are unable to function.

- g. Line authority for the Deputy Commissioner, Marine Highway System who is responsible for operations and maintenance of the State Ferry System.

C. Local

Local emergency services directors are responsible for appointing Transportation Coordinators who will be responsible for:

1. Developing local transportation plans and assuring their coordination with other emergency services organizations.
2. Coordinating requests for transportation assistance. If shortages cannot be met locally, submit requests to the State Transportation Coordinator.

D. Private Sector

Transportation industries will function under their own management and:

1. Provide protection for personnel and facilities.
2. Restore damaged lines and terminals.
3. Secure necessary manpower materials and services.
4. Provide liaison with the Emergency Transportation Agency.

VI. DIRECTION AND CONTROL

A. Control Center(s)

Director of all emergency transportation management activities will be through normal emergency services echelons.

B. Communications

Control of emergency transportation management activities will be accomplished through existing communications systems which are an integral part of regularly constituted emergency services organizations.

C. Public Information

The news media will be utilized as the primary means of disseminating information pertaining to transportation services activities.

ANNEX F

COMMUNICATIONS

I. MISSION

To organize, establish, operate and maintain a system of radio and land line communications capable of meeting emergency communications requirements of the State of Alaska.

II. SITUATION AND ASSUMPTIONS

A. Capabilities

1. Satellite and microwave capability provide enhancement of telecommunications within the State.
2. Land line systems have multiple backup radio systems.
3. Various Federal, State, local and private agencies, businesses and persons have communications systems for their day-to-day operations that can serve to augment emergency needs.

B. Limitations

1. Telecommunications systems within the state are not protected from EMP.
2. Land line portions of telecommunications are subject to hazards causing major and lengthy disruption.
3. Switching systems, microwave stations, and satellite earth stations are vulnerable.
4. Telecommunications along the Dalton and Elliot Highways are limited and widely separated.

III. ORGANIZATIONS AND RESPONSIBILITIES

A. Federal

1. Federal Emergency Management Agency (FEMA) The Regional Director of FEMA has the authority to install emergency communications and may call upon the Department of Defense for communications, personnel or equipment support.
2. General Services Administration (GSA) is responsible for the Federal

ANNEX G

EMERGENCY DEPLOYMENT

I. MISSION

Notify, activate and move Emergency Medical Services (EMS) providers from various EMS agencies in the Fairbanks North Star Borough to an incident/emergency occurring within the jurisdiction of the plan.

II. SITUATION AND ASSUMPTIONS

A. Capabilities

1. Sufficient EMS qualified and certified individuals live within the FNSB area and will be available to meet emergency response projections.
2. EMS personnel have mobile communications, equipment and supplies
3. Civilian medevac services will be available and responsive.
4. Military rotary wing medevac services will be available
5. Law enforcement and other state controlled logistics aircraft will be available to provide transportation.

B. Limitations

1. Telecommunications will be sporadic and incomplete
2. Land line telecommunications are subject to disruption.
3. There will be limited prepositioned medical supplies.
4. Limited air transportation will be available to transport medical personnel and supplies.
5. Immediate incident site medical resources will be very limited.
6. Immediate incident site medical personnel will be very limited.

III. ORGANIZATION AND RESPONSIBILITIES

A. Federal

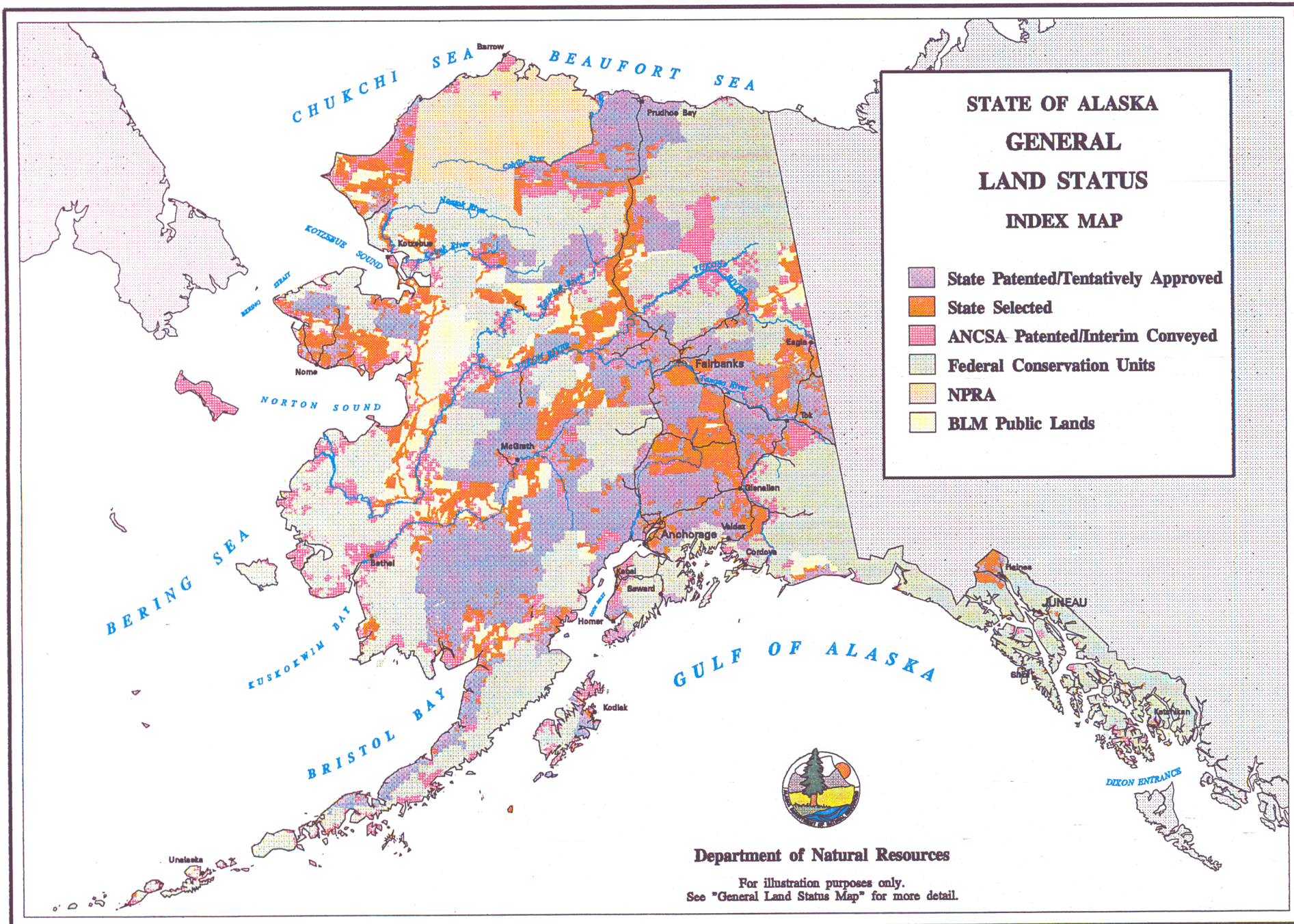
1. Military Assistance to Safety and Traffic will provide services consistent with the present MOA with the State of Alaska.
2. Provide resources consistent with pre existing plans

B. STATE

1. DEPARTMENT OF PUBLIC SAFETY

APPENDIX E

General Land Status Map



**STATE OF ALASKA
GENERAL
LAND STATUS
INDEX MAP**

- State Patented/Tentatively Approved
- State Selected
- ANCSA Patented/Interim Conveyed
- Federal Conservation Units
- NPRA
- BLM Public Lands







Department of Natural Resources
For illustration purposes only.
See "General Land Status Map" for more detail.

APPENDIX F

General Status of Alaska Statehood Grants as of January 1, 1994

GENERAL STATUS OF ALASKA STATEHOOD GRANTS

AS OF JANUARY 1, 1994

-  Patented
-  Tentatively Approved
-  Pending Selections
-  ANILCA Top Filed Only



Department of Natural Resources

Plot Date: January 21, 1994

