



# Dalton Highway State Scenic Byway Corridor Partnership Plan (CPP)

## Meeting Summary: Advisory Team Meeting #3

Tuesday, November 17, 2009, 9:00-11:00am

TELECONFERENCE

<b>Attendees:</b>	
Meadow Bailey—AKDOT&PF	Bill Kiger—DNR
Burke Barrick— <i>Captain, Alaska State Troopers</i>	Brandon McCutcheon— <i>DNR, Division of Mining, Lands &amp; Water</i>
Brett Carlson— <i>Sukakpak, Inc.</i>	Brett Nelson—AKDOT&PF
Roger Delaney— <i>Bureau of Land Management</i>	Pam Rice— <i>National Park Service</i>
Ben Greene— <i>North Slope Borough, Planning Department</i>	Heidi Schoppenhorst— <i>Wiseman/Boreal Lodge</i>
Lisa Jodwalis— <i>Bureau of Land Management</i>	
<b>Facilitator:</b> Kathlene Rowell—DNR	

## Meeting Outline

1. Overview of public comments received during public meetings
2. Participant comment, question, and answer period
3. Discussion of project timeline
4. Discussion of forming a byway organization

## Meeting Summary

*[The meeting facilitator, Kathlene Rowell, presented an overview of comments received at the Fairbanks, Wiseman, Barrow, and Deadhorse public meetings held September 30<sup>th</sup>, October 1<sup>st</sup>, November 12<sup>th</sup>, and November 13<sup>th</sup> of 2009, respectively. Each participant was then given the opportunity to provide comments and questions regarding the plan and its planning process. This summary details the comments/questions received during that comment period.]*

### **Lisa Jodwalis—Bureau of Land Management**

- Recommended adding verbiage to page 16 under “possible solutions” in reference to:
  - Supporting legislation to add penalties to the prohibition of ORVs in the 5-mile corridor per State Statute 90.40.210 2; and
  - Support state and federal hunting and fishing regulations that protect the health of wildlife populations and prevent overharvest
- Recommended adding language to the “archaeological” component of the “Intrinsic Qualities” section:
  - *“Prospecting and mining for gold drove the settlement and development of the areas south of the Brooks Range, particularly the Upper Koyukuk Valley. The landscape still holds remnants of the pre-mechanized drift-mining operations that characterized the first 40 years of gold mining as well as related sites such as trading posts, one-winter settlements of miners associated with the 1899-1900 stampede and early diggings sites.”*
  - Prospectors operating in the area between 1899 and 1940 significantly influenced the region
- Recommended replacing current interpretive themes and objectives with those from the Bureau of Land Management’s “Dalton Highway Interpretive Plan”

- Recommended making language in the plan about the Jim River interpretive panel more general, specifically:
  - *"Some people feel that individual interpretive panels or products may have an inappropriate message. In such cases, content could be reviewed by stakeholders and subject matter experts, and if necessary, revised."*

**Heidi Schoppenhorst—Wiseman/Boreal Lodge**

- Supports adding language about restrictions to ORV use
- Agrees that language about Jim River panel can be generalized
  - Explained that original comment stemmed from concern that interpretive panels that specifically detail resources can lead to destruction of those resources
  - DOT road signage is not the concern

**Pam Rice—National Park Service**

- Also supports adding language about restrictions to ORV use

**Pam Rice—National Park Service**

- Most of their concerns have already been voiced
- Would like to recommend additional language concerning the spread of invasive plant species
  - Add "possible solution" that recommends DOT use native seeds when re-seeding after projects
- Cell towers will impact the viewshed—does not support actions that would increase the number of cell towers in the corridor. Supports increased cell coverage if towers can be collocated with existing towers
- Supports the recommendation to drop Chandalar Shelf from the list of development nodes

**Heidi Schoppenhorst—Wiseman/Boreal Lodge**

- Supports collocation of cell towers; use existing equipment and/or locations.
- Supports the suggestion to have DOT use native seeds when re-seeding

**Lisa Jodwalis—Bureau of Land Management**

- Recommends adding satellite phones as a rental option—an alternative to increased cell coverage
- Supports adding verbiage that recommends strategies to combat invasive plants

**Brett Carlson—Sukakpak, Inc.**

- Supports dropping Chandalar Shelf from the list of development nodes
  - Brought this issue to BLM's attention several years ago; unsure if idea was considered

**Lisa Jodwalis—Bureau of Land Management**

- Unsure if the suggestion to drop Chandalar Shelf from the list of development nodes has come up
  - Does not object to adding that recommendation in the plan

**Roger Delaney—Bureau of Land Management**

- The Advisory Team could recommend dropping Chandalar Shelf from the list of development nodes for BLM's consideration when drafting the next Resource Management Plan (RMP)
- The four existing development nodes were included in the 1991 RMP and they were established prior to that date

#### **Roger Delaney—Bureau of Land Management**

- Does the scenic byways program provide grant opportunities to fund additional Alaska State Trooper positions? Can that funding be used to pay salaries?
  - *[Kathlene Rowell explained that it is her understanding that the scenic byways program does not fund salaries or maintenance. The program provides grant opportunities to replace facilities, but not to maintain them. The CPP could be used, however, to solicit additional funding from the legislature for AST positions.]*

#### **Heidi Schoppenhorst—Wiseman/Boreal Lodge**

- The suggested statement for the “Executive Summary” is sufficient
- Happy to see that language addressing mining concerns was added
  - Does not want the plan to regulate livelihood or add restrictions
- Would like to see language added regarding restrictions to ORV use

#### **Ben Greene—North Slope Borough, Planning Department**

- No comments at this time

#### **Captain Burke Barrick—Alaska State Troopers**

- No comments at this time. Available for questions regarding language in the plan concerning public safety and emergency response

#### **Lisa Jodwalis—Bureau of Land Management**

- Recommends adding a possible solution to the public safety and emergency response section regarding soliciting funding to purchase supplies and emergency equipment for Coldfoot; referenced the CARE center that was apparently in Coldfoot at one point

#### **Brett Carlson—Sukakpak, Inc.**

- Knows that the CARE center existed at one time
- Supports adding language that the byway organization should be aware of funding opportunities to purchase supplies and emergency equipment

#### **Heidi Schoppenhorst—Wiseman/Boreal Lodge**

- Supports working with legislature to improve funding for law enforcement and public safety

#### **Meadow Bailey—AKDOT&PF**

- In regard to invasive plants, DOT is already required to use native plant seeds when re-seeding after projects. DOT does not do a whole lot of re-seeding generally; contractors also re-seed, but are required to use native plant seeds.  
*[Participants decided that since DOT is already required to use native plant seeds in projects that adding language encouraging DOT to use native plant seeds is unnecessary.]*

#### **Brett Nelson—AKDOT&PF**

- “Revegetation Management for Alaska” manual requires DOT and contractors to use non-invasive species seeds
- Invasive plants do spread along highway corridors
- BLM is working on an invasive weeds management/eradication program

#### **Lisa Jodwalis—Bureau of Land Management**

- Confirmed that BLM is working on an invasive weeds management/eradication program; road corridors and airstrips are places where invasive plants are introduced into the environment—seeds are transported in tires and then spread

**Brandon McCutcheon—DNR, Division of Mining, Lands and Water**

- Talked with Brett Nelson about invasive plants and a proposal that was drafted for the Alaska Highway near Tok to install a washing station, the main objective being to stop the spread of invasive plants into Tetlin National Wildlife Refuge. Was curious if Brett had heard about this initiative and whether or not it was installed. Brett was unsure.

**Heidi Schoppenhorst—Wiseman/Boreal Lodge**

- Would like to see “trapping” added to the language about hunting

**Ben Greene—North Slope Borough, Planning Department**

- Believes the plan is weak in establishing a road map for how goals and objectives will be met; the CPP is a good starting document, but more needs to be done
- Believes the conclusion is too short for a document of this breadth

**Kathlene Rowell—Facilitator**

- Explained that the funding for this project was left over from the CPP planning process in 1998; BLM also contributed funds for the current planning effort
- Explained that she would send the “work plan” drafted in 2007 to the group; explained that Marcheta Moulton, the State Scenic Byways Coordinator, has a certificate to share with the group that established the Dalton Highway as a State Scenic Byway
- Talked with the group about language in the plan explaining that this Advisory Team does not support applying for National Scenic Byway status at this time—participants agreed that it was acceptable to include that language
- Talked with the group about the importance of forming an active byway organization

**Lisa Jodwalis—Bureau of Land Management**

- Explained that there are online resources for helping groups form a byway organization; offered to do some research on this process for the group
- Believes another meeting with the Advisory Team would be helpful to talk about each other’s interest in being involved in a byway organization
- The byway organization could use the CPP to come up with specific actions to address concerns/project ideas
- Asked if the byway organization has be a 501-C3 [*Kathlene Rowell and Bill Kiger explained that forming as a 501-C3 is an option, but not required*]

**Heidi Schoppenhorst—Wiseman/Boreal Lodge**

- Would like to stay involved with a byway organization
- Believes another meeting with the Advisory Team would be helpful to talk about forming a byway organization

**Lisa Jodwalis—Bureau of Land Management**

- Asked the group if it would be helpful to add a map to the plan that showed land status—the group replied that this would be a good idea. Lisa offered to check with BLM’s GIS staff to see if this can be accomplished

## Planner’s Deliverables

Under section 5, “Corridor Issues and Concerns,” “Public Safety and Emergency Response,” “Possible Solutions,” strengthen language on first bullet to include support for increased funding for law enforcement personnel and safety improvements.

Under section 5, “Corridor Issues and Concerns,” “Public Safety and Emergency Response,” “Possible Solutions,” also encourage the use of satellite phones and the possibility of having satellite phones available for rent.

Under section 5, "Corridor Issues and Concerns," "Public Safety and Emergency Response," "Possible Solutions," add language that specifies recommendation to improve cell coverage by collating towers and using existing technology.

Under section 5, "Corridor Issues and Concerns," "Public Safety and Emergency Response," "Possible Solutions," add language that encourages the byway organization to be aware of funding opportunities to purchase supplies and emergency equipment for Coldfoot.

Under section 5, "Corridor Issues and Concerns," "Lack of Visitor Services," "Possible Solutions," add recommendation to remove Chandalar Shelf as a development node.

Under section 5, "Corridor Issues and Concerns," "Impacts to the Natural and Cultural Environment," "Possible Solutions," strengthen language concerning stopping the spread of invasive plants in the corridor to include not only educational efforts but projects as well.

Under section 5, "Corridor Issues and Concerns," "Hunting," "Possible Solutions," add "trapping" to the first bullet so it reads "encourage interagency cooperation that increases the enforcement of hunting and *trapping* regulations along the corridor."

Under section 5, "Corridor Issues and Concerns," "Hunting," "Possible Solutions," add bullets detailing support for the continued restriction of ORV use in the corridor and support for penalties for violating legislation.

Under section 8, "Intrinsic Quality Assessment," "Archaeological Qualities," add the following language in reference to archaeological sites that are of great significance: "Prospecting and mining for gold drove the settlement and development of the areas south of the Brooks Range, particularly the Upper Koyukuk Valley. The landscape still holds remnants of the pre-mechanized drift-mining operations that characterized the first 40 years of gold mining as well as related sites such as trading posts, one-winter settlements of miners associated with the 1899-1900 stampede and early diggings sites."

Under section 11, "Signage and Interpretation," "Existing and Potential Interpretive Themes," replace themes with those outlined in BLM's "Dalton Highway Interpretive Plan" and add BLM's interpretive management objectives to more accurately state the direction of interpretive products currently in place.

Under section 11, "Signage and Interpretation," "Signage and Interpretation Challenges and Opportunities," replace last sentence with the following, more general statement: "Some people feel that individual interpretive panels or products may have an inappropriate message. In such cases, content could be reviewed by stakeholders and subject matter experts, and if necessary, revised."

Under section 13, "Conclusion," first paragraph, last sentence—add public safety and emergency response.

Send CPP work plan, drafted in 2007, to the Advisory Team to show original intent for the CPP plan.

Ask Marcheta Moulton to send the Advisory Team the signed certificate establishing the Dalton Highway as a State Scenic Byway.