

## DCC'S INITIAL REACTION TO THE DENALI PARK ROAD VEHICLE MANAGEMENT PLAN

by Charlie Loeb

On August 1, 2011, the National Park Service released its long-awaited Draft Denali Park Road Vehicle Management Plan and Environmental Impact Statement. This plan is the first major proposed change to park road management since the 1997 Entrance Area and Road Corridor Development Concept Plan, and the first time NPS has proposed to end the seasonal vehicle limit of 10,512, a key management principle established in the park's 1986 General Management Plan. NPS is accepting comments on the draft Vehicle Management Plan through September 30.



Shuttle and Tour buses on the Park Road - Shuttle would be renamed Transit in the VMP. *Photo courtesy of Kim Turnbull*

DCC will be preparing our comments on the plan over the next month and a half, but we wanted to float some initial responses and questions for our membership to contemplate. We know that a lot of you have expertise related to the park road, and we need your information and ideas. Please take some time to respond in the near future – the earlier the better.

### What will the plan do?

The plan provides a “no action” alternative and two action alternatives, but does not identify a preferred alternative. Details for each alternative can easily be reviewed by reading Chapter 2 of the plan (The Alternatives). The most significant actions proposed are:

- Rescind the 10,512 seasonal vehicle limit on the Denali park road that has been a guidepost for management decisions since 1986 and a regulation since 2000. This limit would be replaced by a system of adaptive management using indicators and standards that stand in for visitor experience and resource quality. In order to ensure these standards

are achieved, the Superintendent would limit traffic each season using results of adaptive management data gathered the previous season, via the compendium process.

- Provide the Superintendent with more flexibility in allocating between services. At present, the allocations between tour, transit, and other uses (NPS, Kantishna lodge buses) are specified by the 1997 Entrance Area and Road Corridor DCP. The new alternatives do not specify allocations between services, but do indicate transit would be given priority in decision-making.

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**DCC MEETS WITH DNR COMMISSIONER DAN SULLIVAN TO DISCUSS HEALY GAS EXPLORATION**

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## FROM THE BOARD

by J. J. Neville

No one says it as clearly as Bob Dylan in his words, “the times, they are a changing.” I have been a bus driver in Denali now for six years and have been working in the park since 2003. One thing I hold very dear and sacred is the way that this park can change every fiber of your being if you let it. It’s as if you’re looking through a window into the past where life was much more simple. Even though I am not an old-timer, in my nine years I have seen my fair share of change in the park.

Nothing makes this more apparent than the recent developments that have reshaped the whole front country as we knew it. Many of us remember when the Wilderness Access Center was actually the Visitor Access Center, and the Murie Science and Learning Center and new Denali Visitor Center were just ideas sitting on a desk for approval. Each of these projects has its own price tag and anytime an Environmental Impact Statement (EIS) is put out it should prompt us to conduct our own investigations into the matter.

One concern that many of us likely share about the draft Vehicle Management Plan and EIS is the overall affordability. Does the National Park Service have enough financial leverage to actually pull this off without running the risk of maiming the park’s natural resources? Given the current economic situation, is this really a good time to be focusing on an overhaul of Denali’s transportation system?

There is no better wake-up call than this new draft plan and the alternatives that could go into effect. Although it is a very complicated subject, we must stay alert and identify any potential faults that might be hidden between the lines. There are many “what ifs” over Park Service’s new vehicle management system. It is very difficult to understand all the logistics behind the proposals and what they may entail for everybody, from drivers to wildlife, backcountry users to front country visitors. One must hope that adaptive management will adapt for the better. ☚



*Photo courtesy of J. J. Neville*



*Photo courtesy of Kim Turnbull*

# FROM THE COMMUNITY ORGANIZER by Julia Potter



*Alaskan Native Knowledge Network*

Hearing the sandhill cranes' beautiful honk from high above is a sure sign that autumn is almost upon us. The blueberry bushes are coloring the hills and tundra with brilliant red while the willows add a splash of yellow to the landscape. How quickly summer comes to a close in Denali. Despite my crazy work schedule I did manage a few flower identification hikes, a peaceful picnic beside a creek where barn swallows nest and grayling swim, and a trip to Eielson via the shuttle with my mom.

The trip to Eielson had me thinking about the Draft Vehicle Management Plan. I seemed to pay more attention to the buses and other traffic than the purpose of the trip - viewing and enjoying the park landscape and wildlife. Obviously I'm anxious and nervous about the possible outcome. I have concerns about adaptive management - will it really work? Will there be more tour-style buses? What about the basic shuttle bus? Affordability? The questions are numerous and I feel overwhelmed by the lack of clear answers.

For the next month I will be reviewing the draft plan and formulating my comments. I hope that you will be reviewing the plan as well and letting us know your thoughts and ideas. ☘

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## DCC'S GAS LEGAL FUND NEEDS YOU

DCC is still working hard to protect residents and sensitive lands from gas development.

- We were able to meet with the DNR Commissioner Dan Sullivan, introduce ourselves, and personally make our case. (see article page 7)
- On August 26, we filed our opening brief in our appeal of DNR's Best Interest Finding for the Healy Basin Gas Exploration License. Read the appeal at [www.denalicitizens.org](http://www.denalicitizens.org)

However, we are short of funds to sustain our appeal. **We need your support now** if we are going to stay in this fight. Donations of \$100-500 are particularly helpful, but any amount is valuable to our effort.

You can donate by credit card by clicking the "Donate" button on DCC's homepage, and writing "Gas Legal Fund" in the memo. Or, send a check to DCC at P.O. Box 78, Denali Park, AK 99755. You can read the description of the fund by following the last link from the Healy Basin Gas tab on the homepage.

Thank you. We can succeed if we care enough.

## INITIAL REACTION TO VEHICLE MANAGEMENT PLAN *continued from page 1*

- Rearrange the types of bus services offered in the park by creating an “economy tour” distinct from both the transit service and the “premium tour” opportunities that presently are the Denali Natural History Tour and Tundra Wilderness Tour. New turnaround points for tour buses are considered (e.g. adding a “Teklanika Tour” and long tours that go to Eielson, Wonder Lake, or Kantishna instead of mostly turning at Toklat).
- Manage the number of non-system vehicles on the park road more rigorously by further limitations on NPS vehicles, professional photographers and commercial filmers, and possibly even Teklanika Campground campers. Kantishna business traffic is also addressed.
- One alternative changes management zoning of the park road between Eielson Visitor Center and Wonder Lake to ensure it stays more remote and less traveled than the road segment from Savage to Eielson.

NPS distinguishes between the specifics of the two action alternatives by indicating that Alternative B would optimize access – provide for the maximum number of visitors to access the park – while Alternative C would maximize the variety of opportunities for visitors.

### **What Does DCC Like?**

At first read, there are several features in the alternatives that DCC is responding positively to.

- Setting specific standards for visitor experience is a good idea. Tracking these variables over time will provide an objective measure of how well (or poorly) the strategy for managing vehicles is serving park visitors.
- Utilizing adaptive management and a traffic model to optimize trips for visitor experience and resource protection could help to improve the current system. Refining the 10,512 visitor limit with improved knowledge from the road study is also useful, and to be expected over time. See below, however, regarding our concern that neither of these actions necessarily takes away the need to set an overall vehicle limit for park road traffic.
- The plan gives priority to the transit service when allocating vehicles. This is very important for ensuring basic access, something DCC has always strongly advocated. There is also an indicator – the time hikers have to wait for a pickup along the road – that can provide guidance as to whether transit is meeting a minimum level of service.
- The consideration of new kinds of tours and opportunities that could better serve diverse visitor interests is timely. The plan opens the possibility of specialty tours, adds some reasonable turnaround options, and adds an economy tour that will make sense for a lot of visitors who are seeking something less expensive than a Tundra Wilderness Tour but have no intention of getting off their VTS bus. Even if NPS is really just adding a label and more self-guided interpretive materials to an existing feature of the VTS (which is all Alternative B seems to do), the shift in marketing focus would greatly help with visitor clarity regarding their choices. However, we are concerned that the “economy tour” label shouldn’t just be used to raise the price of the service.
- Putting commercial filmers and professional photographers under the same permit system is a sensible and fair adjustment to current policy.
- Creating a new management zone that acknowledges and preserves the lower use levels on the Eielson-Wonder Lake section of road seems sensible.

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## INITIAL REACTION TO VEHICLE MANAGEMENT PLAN *continued from previous page*

### What are DCC's questions and concerns?

- Can this adaptive management scheme protect park resources, as expressed in this plan?
  - Do the indicators so far chosen in this plan adequately cover the broad range of resource values in the park? How will the park ensure that, over time, the indicators in this plan will remain adequate to protect wilderness integrity and visitor experience? The visitor experience indicators seem fairly easy to quantify, but what about other resource metrics for which a simple number is not available?
  - Are the specific standards appropriately selected? We are particularly concerned about the fudge factors – how often measured conditions can deviate from standards. We would like to see the measured conditions of the current system compared to the standards. We also are curious what would be the maximum amount of traffic that could be allowed under the indicators and standards as described. The sample schedules used in Appendix D show a 9-10% increase in traffic over 10,512 that still meets standards, but how much more would the standards allow?
  - Will NPS have the capacity to manage the program? The indicators and standards framework sounds logical and is reflective of the direction NPS as a whole is moving to determine national park carrying capacity. However, this is the same type of framework as utilized in the Denali Backcountry Management Plan, and 5 years into implementation NPS has still not monitored all the indicators required by the plan. Implementation of the Vehicle Management Plan will require \$1 million or more additional each year – how likely is it that NPS will get these funds? What is the fallback management scheme if it proves impossible to conduct the essential monitoring?
  - Adaptive management as presented is too flexible, and doesn't protect the park from political pressures that have nothing to do with resource protection. While we are sympathetic to refining the vehicle limit with new information, discarding a firm limit altogether seems rash and leaves the determination of capacity open to manipulation veiled by the complexity (if not abuse or neglect) of the adaptive management system. While NPS dismissed from consideration an alternative that would deploy adaptive management but retain current vehicle limits, it failed to take the logical step of considering an alternative with adaptive management and a new vehicle limit rooted in the improved information gathered through the park road study.
  - There are no thresholds of resource degradation in the plan that would trigger traffic reductions. The adaptive management strategy in Appendix C provides for monitoring to identify any detrimental impacts to wildlife of traffic increases, however there is no indication of how large an impact would have to be in order to generate action. The determination is left to “agency and academic scientists” of the Denali Vehicle Advisory Board with no apparent public oversight or involvement. Essentially, this change removes the agency accountability required by vehicle limits in the park's current general management plan and replaces it with “trust us.” We prefer the accountability.
- In the current plan, transit system affordability is not defined or guaranteed. While the document makes a lot of noise about the importance of affordability, it does nothing to control the cost of basic access into the park. NPS has an enormous opportunity with this plan to put in place a system that will be affordable and attractive to all, but it picks a vague and incorrect standard – and wrong conclusion – for what should be considered “affordable.” At the very least, NPS should spell out a clear standard for what it considers to be affordable for basic access into the park.

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## INITIAL REACTION TO VEHICLE MANAGEMENT PLAN *continued from previous page*

- Are provisions of the plan sufficient to protect the transit system from being gradually compromised by the more lucrative tours? The hiker wait-time standard is the main tool for protecting the transit system; is that enough? Are there other parameters for defining a successful transit service?
- In the current plan, the impacts of new tour products and destinations are not adequately covered. What, if any, downsides are there to extending short tours to Teklanika, or long tours to Eielson or Wonder Lake?
- The National Park Service did not consider obvious possible alternatives for Kantishna day use traffic. In particular, NPS should have considered the possibility of requiring Kantishna day use travelers to use buses operated within the concession system, while prohibiting lodge-operated day tours altogether. Since NPS is proposing that the day tours be given commercial authorizations in both Alternatives B and C, the day tours are obviously not ANILCA 1110(b) access, so what is the rationale for these duplicative tours? DCC does not at present have an opinion on which alternative we would prefer, but we would like to see a full spectrum of options.

DCC is asking for feedback on all of these issues, and any others we may have missed. Please send your thoughts to us via the contact form on our website [www.denalicitizens.org](http://www.denalicitizens.org), our Facebook page, by e-mail to [nancy@denalicitizens.org](mailto:nancy@denalicitizens.org), or phone at (907) 277-3825. ☞

## STANDING STILL ON A MOVING LINE

by Erica Watson

Earlier this month, I spent twelve days attending my first summer residency as a student in UAA's Masters of Fine Arts program in creative nonfiction writing. Those days offered challenges, encouragement, laughter, and valuable opportunities to connect with both well-established and aspiring writers, from Alaska and elsewhere.

One of the pieces I submitted for workshop by my fellow students was an essay on my reaction to the changes I've seen in my few years at Denali, centered around the construction of the "new" Eielson Visitor Center. Some of you reading this have read one or more of the various incarnations of that essay; some of you are in it. It's a very personal piece for me, and though it was intimidating to bring it to an audience of well-informed and well-read critics, I received thoughtful advice on how to best say what I need to say about the places I care about. After class, conversations ensued about what kind of change is acceptable, and how seemingly arbitrary that line is. For a few days, I felt like I was part of a literary discourse on what it means to responsibly live on earth.

A lot—or a little, depending on your perspective—changed in those weeks I was away. I came home to the first yellow willow leaves and almost-ripe blueberries, to deeper twilight. The new parking lot at Park headquarters is completed, as is the road through C-Camp. "Everyone has his or her own status quo," one of the UAA faculty said, when discussing my sometimes-pedantic narrative voice. I've been thinking a lot recently about how everyone also has his or her breaking point, and that point can often come as a surprise. We all know people who have reached theirs, decided that adapting to the changes, here or elsewhere, is no longer worth it for them.

Essayist Joseph Sax wrote that "Your vision is not necessarily one that will commend itself to the majority. It rests on a set of moral and aesthetic attitudes whose force is not strengthened either by contemptuous disdain of those who question your conception of what a national park should be, or by taking refuge in claims of ecological necessity. Tolerance is required on all sides, along with a certain modesty." In nonfiction writing, I'm learning to always be aware of both the limitations and the power of my own experience. As we think about recent and upcoming changes here at Denali, and formulate our comments for consideration, I think the same guidelines might apply. ☞

# HEALY GAS EXPLORATION: WILL DNR SIT DOWN WITH DENALI CITIZENS COUNCIL?

DNR COMMISSIONER: "I DON'T KNOW," BUT ALLOWS THAT DCC'S WILLINGNESS TO EXPLORE ISSUES "IS A START"

by Cass Ray

Denali Citizens Council remains willing to sit down with representatives of the state's Department of Natural Resources (DNR) and Usibelli Coal Mine to consider specific differences regarding the proposed exploration for coalbed methane on 208,630 acres of the Healy Basin, the DNR commissioner was apprised at an August 3 meeting at Henry's Coffeehouse. Asked if DNR is willing to participate in that discussion, Dan Sullivan, the DNR commissioner, replied, "I think the answer is, I don't know." Nonetheless, DCC's openness to discussing the controversial gas exploration proposal with DNR and the coal mine, the applicant for the proposed gas exploration, "is a start," commented Sullivan. He then noted that if "the lawyers" were present, they would be very unhappy with him for saying that.



From left, Dan Sullivan, DNR commissioner, Ed Fogels, DNR deputy commissioner, and Charlie Loeb, DCC president, listen to comments from a participant at the August 3 meeting at Henry's Coffeehouse on Stampede Road. *Photo courtesy of Cass Ray*

To DCC members attending that meeting, the possibility of DNR's declining to join in a meaningful discussion with DCC about the gas proposal seemed a missed opportunity. The value of such a discussion seemed "win-win" for all parties, Sullivan was told by Barbara Brease, DCC board member.

Asked directly by Charlie Loeb, DCC president, if representatives of DNR are willing and able to meet with DCC to consider differences regarding the proposal for gas exploration, Sullivan replied that that opportunity is "chilled" by "litigation," referring to the appeal filed December 8 by DCC against DNR challenging the Final Best Interest Finding for the Healy Basin Gas Only Exploration Project.

## A Path Forward Exists

The appeal, filed in the Third Judicial District of Superior Court in Anchorage, noted that DNR's June 28, 2010 decision, confirmed as final on November 9, allowed exploration "on the entire 208,000-acre area...under conditions that are not meaningfully protective of surface values in limited but critical areas," including areas that are residential and are significant "for their habitat and public recreation values." (Sullivan was not yet commissioner when that decision was made by DNR.)

On December 28, DCC formally asked Sullivan to visit the Healy area and meet with Denali Citizens Council and local residents to learn more about these issues. DCC believes "that a path forward exists that would allow for reasonable, economically viable gas exploration, while also respecting and protecting our community," noted that December request for a meeting with Sullivan. The letter continued, "it is this path forward," toward "a mutually beneficial resolution of the Healy Basin gas exploration issue," that "we would like to explore with you in person." That hour-long meeting came August 3, at Henry's Coffeehouse at EarthSong Lodge on Stampede Road. Sullivan told the group he and his staff appreciated DCC's bringing them "up to speed" on issues with which they were not familiar.

Sullivan was accompanied by his two deputy commissioners, Joe Balash and Ed Fogels, and DNR's director of Mining, Land, and Water, Brent Goodrum. Also attending the meeting were a dozen and a half DCC members, including six members of the DCC Board of Directors and DCC's former Gas Organizer.

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## DCC MEETS WITH DNR COMMISSIONER *continued from previous page*

### **Left Behind in the Process**

As noted in DCC's December 28 letter to Sullivan, DCC has been active in all phases of the Best Interest Finding process for the proposed gas exploration, dating back to 2005. DCC "did not oppose reasonable gas exploration on some parts of the 208,000 acres under consideration," it was noted, "but did express concerns about the prudence of including subsurface lands below lands specially designated for habitat values and public recreation, as well as lands below our residential communities."

At the August 3 meeting, Loeb emphasized that DCC always has been eager to discuss the proposal for gas exploration with DNR representatives, but never had been allowed the opportunity. Discussions at meetings of the Denali Borough Assembly "are as close as we've ever gotten." "We don't feel like we're really being heard," added Brease. Residents of the licensed area, which is mostly north, east, and west of Healy, have been "left behind in the process," agreed Jon Nierenberg, owner of EarthSong Lodge, veteran guide for dog sled tours and longtime resident of Stampede Road. Many new residents and businesses "haven't had an opportunity to be heard," noted Brease, because they were not here to submit comments when the Best Interest Finding process began several years ago and thus do not have "standing" and have not been allowed to submit comments since.

### **Going to the Mat for that 20 Percent No Way**

When Sullivan mentioned that some public groups with whom he meets seem adamant and uncompromising to the tune of "100 percent no way," Loeb noted that DCC may be "only 20 percent no way"—but "we're going to the mat for that 20 percent."

Shallow gas exploration such as that proposed by DNR "doesn't belong in a community," noted Brease, citing threatened air and water quality and soundscape as among the many concerns of local residents. "Quality of life, health, and property values" were cited by Anne Capistrant, a member of the borough planning commission. Recreational uses of much of the licensed area by residents and visitors alike were stressed by Nan Eagleson, member of both the DCC board and the Middle Nenana Fish & Game Advisory Committee.

If the gas exploration goes forward, said Brease, it should be limited to the east side of the Nenana River, away from most residential areas, with the residential areas of Ferry also protected. Less than half of the area recently licensed for gas exploration is west of the Nenana River, it was pointed out by Nancy Bale, DCC board member and longtime former DCC board president. DCC also has urged that for gas wells and compressors, requirements for setbacks from property lines should be more stringent than those required by the license. Such a project then could prove "a model of success" for DNR, offered Brease. The licensed area east of the Nenana River already is "Usibelli's backyard," noted Nierenberg. Keep gas exploration out of the Wolf Townships, Sullivan was urged by Will Forsberg, longtime Stampede resident.

### **A Direct Threat to My Business**

The Healy Basin is large enough that there is ample room for both resource development and quality residential communities, noted Loeb, who facilitated the meeting. "Irresponsible development of gas" is "a direct threat to my business," said Nierenberg. Among his concerns were potential visual and noise pollution and the impact on his water supply. Citing the recent debacle in the nation's capital over extending the government's debt ceiling, Nierenberg urged DNR to consider compromise. What is lacking, offered Rick Weibel, a member of the borough planning commission, is a mechanism for the borough to determine that certain areas are significant enough that the borough wishes to maintain some level of control over them. Municipal entitlements and conservation easements were among the potential tools cited.

Bale pointed out that the final Best Interest Finding confirmed by DNR made no significant changes reflecting the many concerns that were expressed by residents in response to the preliminary finding. This, despite the statement in the preliminary finding asserting, "The best interests of local residents are...of critical importance to the best interest decision." Instead

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## DCC MEETS WITH DNR COMMISSIONER *continued from previous page*

of including “increased protections for private property and improved mitigation measures,” it has been noted by DCC, the Finding “was stripped of many specific requirements for concerns such as noise standards and development in subdivisions.” Transparency for the public and a respect for public input should be guaranteed by DNR but the Finding “is unclear whether key approvals will even have public notice.”

### **Stampede State Recreation Area**

The agenda for the August 3 meeting with the DNR officials at Henry’s Coffeehouse featured only two items, proposed gas exploration and the proposed Stampede State Recreation Area (SSRA), and near the end of the meeting, DCC board members Bale, Loeb, and Hannah Ragland, who also is the spokesperson for Friends of Stampede, familiarized Sullivan and his staff with details of the SSRA proposal. Ragland noted the proposal enjoys the support of many local residents and representatives of local and state governments. ☞

## DENALI BOROUGH VOTERS WON’T LIKELY SEE REDISTRICTING ON NOVEMBER BALLOT

by Hannah Ragland

The Denali Borough Redistricting/Apportionment Committee presented information and sought input on different proposed voting systems and districts during a series of Townhall Meetings July 25-28. Followed by a Work Session on August 3, information gathered by these meetings produced recommendations to the Denali Borough Assembly, and will be discussed by the Assembly over the next several months. Changes made to districts are a revision of the Borough Charter, and would affect not only the Denali Borough Assembly, but also the Planning Commission and School Board. The Denali Borough Assembly passed an ordinance at the July meeting that declared the current voting districts malapportioned. The Assembly has a defined timeline to remedy this through a redistricting ordinance, according to state law. It is unlikely that redistricting questions will be put to vote during this November’s regular election given the state’s approval process (which requires up to 60 days) for redistricting plans, once they have been approved by the Assembly.

### **Assembly discussion split between at-large voting and district representation**

Whether the Borough should use at-large voting has dominated much of the discussion at local meetings, as residents and committee members have reviewed the pros and cons. Some have voiced support for maintaining the type of voting system we currently use, allowing a locally-elected, local voice, and ensuring each individual community is represented. While the Borough Charter states that Assembly Members represent all Borough residents, several comments pointed out that representatives often don’t know the issues outside their district as well (or identify them as quickly) as local residents can. Those in support of at-large voting have pointed out that some seats are left vacant for long periods of time, and write-in candidates are placed in a seat with only a few votes behind them. It was suggested that opening up elections to all voters in the Borough could make for a stronger representative process. The Assembly has requested legal counsel on potential impacts at-large voting could have on minority representation, specifically in the Native Village of Cantwell.

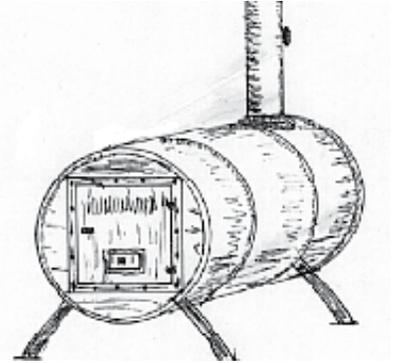
Important questions remain: How will these questions be posed to voters on the ballot? When will this special election take place? Will Denali Borough voters be asked to decide upon both District lines and an overhaul to the voting system? If Districts are drawn, how soon will the various boards (Assembly, Planning Commission, School Board) reflect the new ratio?

Visit DCC’s News page online for updates, or visit the Denali Borough website ([www.denaliborough.govoffice.com](http://www.denaliborough.govoffice.com)) for proposed ordinances and to view district maps. Comments can be directed to Gail Pieknik, Borough Clerk ([gail\\_pieknik@denaliborough.com](mailto:gail_pieknik@denaliborough.com)), or by contacting an Assembly Member. ☞

## BRIEF NEWS & VIEWS

### AIR QUALITY PERMITS UP FOR REVIEW (AGAIN) FOR HEALY'S UNIT 2

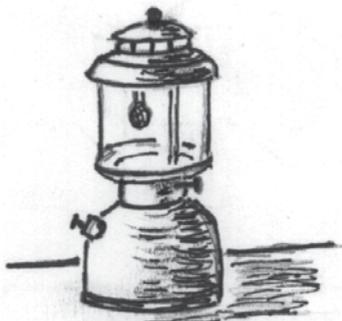
Alaska's Department of Environmental Conservation (DEC) released a public notice July 27th for renewal of an Air Quality Permit for the Healy Power Plant. Golden Valley Electric Association (GVEA) is the operator of the Plant, owner of Unit 1, and prospective owner of Unit 2. Ownership of Unit 2 (of "clean coal" fame) remains in the hands of the Alaska Industrial Development and Export Authority (AIDEA). Concern is focused on Unit 2's seventeen-year-old emissions standards, for a system that has never been fully operational, and hasn't run since 1999. Permit renewal was last applied for in June 2008. It was approved by DEC in August of 2010, and then passed on to the Environmental Protection Agency (EPA) for approval. Two days before the 45-day federal review period ended, DEC pulled the permit at EPA's request. DCC has maintained that permitting Unit 2 should require a Prevention of Significant Deterioration (PSD) permit. This permit, a provision in the Clean Air Act, requires that a newly constructed plant, or one opening after a major modification, use the "Best Available Control Technology" to control emissions. Modifications needed to get Unit 2 up and running are certainly not minor. According to the settlement terms negotiated in 2009, AIDEA will provide up to \$45,000,000 in credit to GVEA for "repairs and modifications." Any comments on this permit were due by August 29, 2011. Visit our News page online for updates, links to permit documents, and DCC's past comments and articles. ☘



*Alaskan Native Knowledge Network*

### EVA CREEK WIND FARM PERMITTING PHASE BLOWS THROUGH

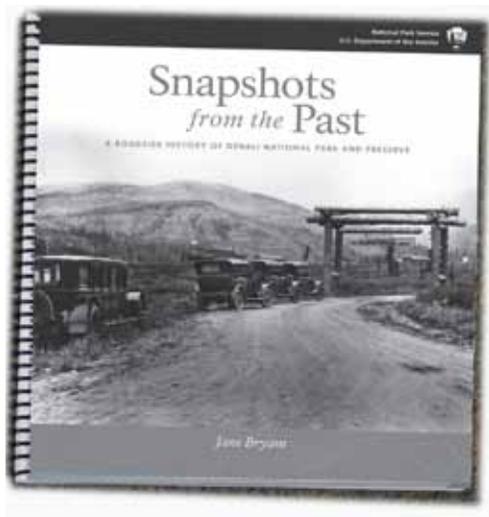
The Division of Mining, Land and Water (DMLW) released four separate land-use permits associated with the Eva Creek Wind Farm, proposed for ridges east of Ferry. Of the Eva Creek permits applied for by Golden Valley Electric Association (GVEA), two are associated with road use and development (over approximately 16 miles), one covers material sites and extraction (eight material sites to extract 309,730 cubic yards of gravel), and a fourth covers the land use required for the turbines themselves and associated infrastructure development (including 42,869 acres). In addition to structures planned for state land, a rail siding yard and warm storage building are planned for private land at the base of Ferry Road. A fifth land use permit, applied for by Brice, Inc., would grant up to fifteen acres for a construction staging site "adjacent to the Ferry Road, approximately one and one-half miles east of the Alaska Railroad." Potential adjustments were specified in the GVEA land use permit, including: "changes in tower configuration, reduction or addition in how many towers are erected, individual lease footprints vs. a large lease area, considering roads and powerlines within the lease as part of the lease or Rights-of-Way, not issuing the lease, type of lease, and term of lease." The Department of Fish and Game requested there be no construction traffic on the road during the September hunting season. DMLW responded that while they would not be able to guarantee no traffic, they would require that a Traffic Safety Plan be submitted by GVEA. These permits are for state lands only, and GVEA will work separately with adjacent property owners for any access to private lands. Visit us online for links to permit documents and recent media coverage. ☘



*Alaskan Native Knowledge Network*

# BRIEF NEWS & VIEWS

## DENALI'S RICH HISTORY IN A NEW BOOK



*Snapshots from the Past, A Roadside History of Denali National Park and Preserve*, by Jane Bryant, has just been published by the National Park Service. This is a wonderful book which captures the cultural story as well as the incredible landscape through photographs, detailed maps and engaging tales which Jane has collected over the past 15 years. The

book was funded by public monies through the Denali Leadership Team and therefore is free to all who are interested. It can be obtained through the Resource Management Office at Denali National Park and Preserve (907-683-9538) or by directly contacting Headquarters at the park (907-683-2594). Jane did a magnificent job in capturing the spirit of Denali and its rich history. All who are interested in the park, whether visitor or bus driver, park employee or armchair historian, will want to add this thoughtful and lively book to their libraries ☘



# DCC NEWS

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