

# N.S. Boro asks joint haul road plan

"Extremely concerned"

about non-industrial use

BARROW The North Slope Borough has made a strong case for joint monitoring and planning with state on the north slope haul road.

In public hearings here August 24 on proposed regulations for use of the road, Borough Mayor Eben Hopson stated, "We are extremely concerned about any non-industrial use of the road which will in any way change or diminish the historic, cultural and subsistence values of the haul road corridor area."

Hopson also strongly advised joint regulation and control by the state and municipality over the haul road, and reminded state officials of the borough's zoning powers and of a memorandum of understanding which he signed with the governor in June which suggested joint control over the road.

"We want the Department of Transportation to help us explore joint control and regulation of the road where it passes through the borough," the mayor said.

"We want a minimum of haul road-related development scattered around the borough. Rather, we want essential development and maintenance facilities clustered at the north and south ends of our jurisdiction," he added.

Hopson then reminded state officials that the borough was a home rule municipality with powers which ought to be respected as the state considers haul road planning.

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# ● Boro wants joint plan

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"These goals of the borough are not to be taken lightly by the state. We are a strong home rule government, and we have zoned the land on each side of the haul road. It is of critical importance that the state come to the borough for a conditional use zoning permit before any maintenance facilities are constructed along the road from Chandalar north," Hopson stated.

"The state has already made formal application to BLM for maintenance camp permits, but we have been waiting since June for the State DOT to apply for a

borough zoning permit," he added.

In discussing specific proposed regulations, Hopson pointed out oversights in the state's proposal. These included some of the following:

- lack of assurance of fuel along the road.

- lack of specific reference to state policy of limited access to industrial and tour bus traffic.

- need to insure that improperly equipped vehicles will not be permitted on the roadway.

- "official business" traffic should be better defined.

- State Trooper enforcement, staffing and funding should be guaranteed, along with provisions for hiring local people as troopers.

- need for strict regulation concerning emergency services, removal of stalled vehicles and communications equipment.

Hopson concluded with a reference to his agreement with the governor for joint planning and monitoring of the road. "The borough will not be content to take a passive role in haul road development and administration . . . We want a say, a strong say, in what goes on over on the haul road," he concluded.