U.S. FISH & WILDLIFE SERVICE
IZEMBEK NATIONAL WILDLIFE REFUGE
LAND EXCHANGE/ROAD CORRIDOR
PUBLIC MEETING
for the Draft Environmental Impact Statement

Taken May 3, 2012
Commencing at 7:00 p.m.
Volume I – Pages 1 – 95, inclusive

Taken at
Campbell Creek Science Center
Anchorage, Alaska

Reported by: Valerie Martinez, RPR

Midnight Sun Court Reporters (907)258-7100
Good evening. My name is Polly Wheeler. I'm with the Fish and Wildlife Service, the National Wildlife Refuge System. And Mike is going to run through the PowerPoint.

Polly Wheeler: Thanks, everybody, for being here. The whole front row here is open. So if anybody is so inclined, there's lots of extra seats up here.

Good evening. My name is Polly Wheeler. I'm with the Fish and Wildlife Service, the National Wildlife Refuge System. Thanks a lot for being here tonight. It took a lot, I know, to come in on this beautiful evening, but we also know that this is a really important issue to everybody, so we'll try and get started here.

Before we do get started, Joan Kluwe with the URS, who is the chief contractor when we did the EIS under -- the draft EIS under the guise of the Fish and Wildlife Service, she's going to introduce the formal cooperators. And then I'll tell you a little bit about how we're going to be doing things tonight and then we can get started off.

So, Joan?

Joan Kluwe: Good evening. I'm Joan Kluwe with URS Corporation, as Polly said. We have two other URS employees with us tonight. John Isaacs is in the back and Taylor Brelsford disappeared. Where are you, Taylor?

There he is.

Taylor Brelsford: I'm short.

Joan Kluwe: Thanks.

And the cooperators, would you all stand as well and I'll introduce you one by one?

Everybody can have a glance at who is the cooperating agencies. Gary Hennigh is with the City of King Cove. Della Trumble is with the Agdaagux Tribe and the King Cove Corporation. Samantha Carroll is with the State of Alaska. Bill Ballard is with State DOT. And Bill Lushkin?

Ed Fogels: Ed Fogels.


Heather Boyer is with the Corps of Engineers.

And I think that is all the cooperators with us tonight.

And thank you all for coming.

These folks have been working on this project with us side by side for a year and a half now. We're headed towards two years very closely.

Thank you all for coming.

Polly Wheeler: Okay. Just a little bit in terms of how we're going to do this tonight. This is going to try not to read you every word on every slide because we know that you're anxious to give your testimony and that's really -- that's what we're here for tonight to listen to your comments and concerns.

So we may run through it quickly, but again there's a lot of highlights because of 40 pages, but we did make copies of the PowerPoint. It's in the back of the room.

So we may cover some of the information rather quickly, but hopefully if you have any -- you can go back and take the time to look at the PowerPoint. We're going to try not to read you every word on every slide because we know that you're anxious to give your testimony and that's really -- that's what we're here for tonight to listen to your comments and concerns.

So we may run through it quickly, but again there's copies of that in the back. There's also copies of the CD and the executive summary of the draft EIS as well. And we have hundreds of copies, so please feel free to take them and read them at your leisure.

Just as a reminder, when we get to the public testimony stage, everybody got a number when they signed in. I think we've got about 30, 35 people signed up thus far. And we'll be looking at about three minutes.

If people can try and be concise in their comments. You're free to take them and read them at your leisure.

Min-U-Script® Midnight Sun Court Reporters 907-258-7100 (1) Page 2 - Page 5
The lead agency is responsible for determining the scope of the EIS and issuing a record of decision. That's the U.S. Fish and Wildlife Service.

Okay. The proposed action: A land exchange for the purpose of constructing and operating a single-lane gravel road between -- linking the communities of King Cove and Cold Bay. The road shall be used primarily for health and safety purposes and only for noncommercial purposes, with the exception of taxis and shared rides, like vanpools.

Okay. The land exchange proposed in the Act was to be -- and these are rough numbers -- 206 acres of the Izembek National Wildlife Refuge/Wilderness would be conveyed to the State for 206 linear acres for a road corridor. 1,600 acres from the Alaska Maritime National Wildlife Refuge would be conveyed to the State, and that's on Sitkinak Island, which is mostly State-owned already.

43,093 acres of State land would be conveyed to the U.S. and added to the Alaska Peninsula National Wildlife Refuge as wilderness. Another 13,300 acres of King Cove Corporation land near Mortensens Lagoon and the mouth of Kinzarof Lagoon would be conveyed to the U.S. And the Kinzarof parcel would be part of the Izembek Wilderness.

And, finally, the King Cove Corporation would relinquish its selection of 5,430 acres in the Izembek Wilderness, but make alternative selections outside of wilderness.

Okay. On the map, the way this looks... Oh, sorry.

On the map, these are the two potential road corridors. And approximately -- each one would be approximately 206 acres of land, of federal land, within the Izembek Wilderness, but only one of those corridors will be picked. So those are the two alternatives we'll talk about later.

Also, the State would be giving up 43,093 acres up here of State land that is proposed to be transferred to the U.S. Fish and Wildlife Service. I think that would become wilderness.

That's non-wilderness.

It would become wilderness.

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World War II remnants are still available -- Aleut in the process. Established some fur trading posts, often resettling the 3,000 -- since 3,000 B.C. at least, and they continue to come to Izembek in the fall. The Izembek Refuge region is rich in cultural history. The Aleut people have lived there for over 20,000 years -- with 3,000 B.C. at least, and they continue to reside in the local communities. And in the 18th and 19th centuries, the Russians explored the area and established some fur trading posts, often resettling the Aleut in the process.

Izembek is one of the most biologically significant refuges. It's one of the smallest of Alaska's 16 refuges, and most of it is designated wilderness. And it's got a diverse array of wildlife species. It includes five species of salmon; furbearers, such as wolf, fox, and wolverine; large mammals, such as caribou and brown bear; shorebirds, waterfowl, and seabirds. Some other things. It's part of the Aleutian Islands Biosphere Reserve. It was designated as an International Biosphere Reserve in 1976. And very significantly, Izembek was designated the first American Wetland of International Importance, a Ramsar wetland, in 1986. And it's one of only 19 Wetlands of International Importance in the United States. And it's a globally important bird area as well. About 98 percent of the world's population of Pacific black brant come to Izembek in the fall.

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World War II remnants are still available -- still visible. And depressions from military barracks dot the landscape. A lot of Izembek has been cleaned up of the military's debris. The residents of King Cove have been advocating for the proposed road for over 25 years. This is nothing new. They've been advocating for this for over 25 years. It shows their commitment, their dedication, their concern. They have concluded that a road is necessary for the health and safety of their residents.

The proposed land exchange would transfer a road corridor that would allow a construction of a one-lane -- a single-lane gravel road between King Cove and Cold Bay. And the proposed road is to be used primarily to address health and safety issues so they can get to the airport.

The major needs, they say, health and safety, reliable and safe transportation for medical care, including emergencies; second, quality of life -- the ability to drive to the nearest airport, the major airport, linking Cold Bay in that area, that region, with Anchorage -- and, three, affordable transportation, because right now the round-trip fare is over $200 between King Cove and Cold Bay on PenAir.

Some of the issues identified in the scoping.

Alternative one, the no action, there would be improvements to the Cold Bay dock. So those are the five alternatives. The history on Izembek -- the history on Izembek Refuge. It was established in 1960 as the Izembek National Wildlife Range. Then it was redesignated by ANILCA, the Alaska National Interest Lands Conservation Act, in 1980 as the Izembek National Wildlife Refuge. And ANILCA also established the Izembek Wilderness.

A little bit of Izembek -- the history on Izembeck Refuge. It was established in 1960 as the Izembek National Wildlife Range. Then it was redesignated by ANILCA, the Alaska National Interest Lands Conservation Act, in 1980 as the Izembek National Wildlife Refuge. And ANILCA also established the Izembek Wilderness.

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1 transportation would continue to work, including air
2 service, personal marine vessels, ferry service, which
3 is twice monthly in the summer, and seasonal hovercraft
4 service, three days a week.
5 In November of 2011, the Aleutians East
6 Borough announced they would not resume hovercraft
7 service in the area, so we are going to redefine and fix
8 that no-action alternative.
9 Estimated cost of the no-action alternative,
10 $1 million annual operation and maintenance and
11 $26.3 million over the life cycle of the project.
12 Alternative one is a revised no action. And
13 by this one, the -- in February and March 2012, the
14 Aleutians East Borough identified an aluminum landing
15 craft/passenger ferry as a potential marine
16 transportation link if the road is not constructed.
17 But, again, the no action would still continue current
18 modes of transportation and there would be no land
19 exchange.
20 Alternative two, the land exchange and the
21 southern road alignment. This would have 201 linear
22 acres for a road corridor removed from the refuge,
23 including 131 acres in the Izembek Wilderness. A total
24 of 52,500 acres would be added to the refuge; 8,092
25 acres of refuge lands and 44,500 acres designated

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wilderness; and 5,430 acres of Native-selected land
would be retained in the wilderness.
This would call for a road -- 19.4 miles is
the total road length, 12 and a half miles of which
would be new construction and six miles constructed on
existing roads and trails, and nine-tenths of a mile of
the existing road. The road footprint would be 107
acres with 3.8 acres of wetlands filled.
There would be a boundary adjustment near
Blinn Lake. A portion of the alignment would be
exclusive to the southern route, located only in the
watershed of Kinzarof Lagoon. And the estimated cost of
construction, about $20.7 million; $149,000 is annual
operation and maintenance; and $23.4 million over the
life cycle of the project.
This shows the alignment of the -- these are
the two potential road alignments. And this is the one
they call the southern road alignment. And this would
be the northern -- central road alignment. So it would
be one or the other, not both. And each one is about
200-and-some acres.
Alternative three, land exchange and the
central road alignment. This calls for a little bit
larger -- 227-acre road corridor. And about the same in
terms of acreage added to the refuge, 52,000-something;

8,000 acres of refuge lands and 44,500 of designated
wilderness and then the 5,430 acres of selected land
would be retained in wilderness.
And about a 21 -- a little bit longer road --
about 21.6 miles; 11 miles of new construction, nine
miles on existing roads and trails, 1.6 miles of the
existing road. The road footprint, 100 acres, and a
little bit less wetlands to fill, 2.4 versus 3.8 in the
erlier one.
Again, the two roads that we showed.
Alternative four, hovercraft operations from
Northeast Hovercraft Terminal to Cross Wind Cove.
Again, the hovercraft is not going to be operating, but
we did the analysis on it. This was proposed -- the
proposed action in the 2003 -- the original Izembek EIS
and continues that alternative.
There would be no construction or
ground-disturbing activities beyond what was authorized
in 2003; mainly the completion of the Northeast
Hovercraft Terminal and the access road; and they would
use the existing hovercraft and existing terminal at
Cross Wind Cove over on the Cold Bay side.
The estimated cost of construction is zero
because that's already been planned for and constructed.
And a 2-million-dollar annual operation and maintenance

1 and a 44-million-dollar life cycle cost. And there
2 would be no land exchange under this one, continue to
3 use the hovercraft.
4 Here's where -- the last place from Lenard
5 Cove that the hovercraft operated over here. This road
6 is now being completed -- or is completed up to the
7 Northeast Hovercraft Terminal here and then it would go
8 over to Cross Wind Cove and Cold Bay.
9 Alternative five calls for a ferry from Lenard
10 Harbor. And this would be an icebreaker kind of a ferry
11 that would stand up to the weather and the waves and the
12 climate out there. And it would require a major --
13 well, it would be a Lenard Harbor ferry dock and
14 terminal. And it would require a major modification of
15 the Cold Bay dock, including a wave barrier, vehicle
16 ramp system, pedestrian walkway.
17 This would be a displacement monohull,
18 open-deck ferry with icebreaking capabilities. And it
19 would require a materials site, a disposal site, and a
20 temporary barge landing site. Ferry service estimated
21 at six days a week, as was called for in the 2003 EIS.
22 And the construction cost estimated at $27
23 million with $2.3 million in annual operation and
24 maintenance and a 70-million-dollar life cycle. Again,
25 no land exchange.
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<td>1. And this is how the ferry would come out, from 2. Lenard Harbor here, close to the King Cove Airport, 3. across to the Cold Bay dock. 4. A number of the -- the draft EIS considered a 5. number of mitigation measures, including physical, 6. social, and biological environments, and these are some 7. of them: Erosion and sediment control; hydro-acoustic 8. assessment; hazardous materials, petroleum project 9. control; fish and wildlife protection -- obviously the 10. biological environment being primary -- invasive species 11. concerns, integrated pest management; road use 12. restrictions; access and disturbance, 13. And then in the social environment in terms of 14. law enforcement; fares, subsidies, and additional 15. revenues; standard health and safety practices. These 16. are some of the mitigation measures that were considered 17. in the draft EIS. 18. The conclusion, the impact conclusion summary. 19. Alternative one, the no action, what they've got now 20. with the hovercraft operation: Negligible to minor 21. effects, except moderate effects to fiscal resources. 22. The borough has estimated $1 million a year to -- I 23. believe it is to run the hovercraft operation, which is 24. financially extremely difficult. 25. Effects generally related to the ongoing</td>
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| 1. operations of the hovercraft and eventual conveyance of 2. approximately 5,430 acres in Izembek Wilderness to King 3. Cove; a seasonal hovercraft service would supplement 4. existing aircraft transportation. Although not optimal, 5. this improvement in public health and transportation 6. options may be considered a minor beneficial effect. 7. And, again, annual operation maintenance costs of $1 8. million. 9. Now, this is going to be -- this alternative 10. one -- updated in the final EIS to reflect the borough's 11. current plans, which calls for another -- as I 12. mentioned, another kind of a landing craft that would 13. work in that environment. 14. Alternative two -- again, the impacts that 15. were summarized for the land exchange with the southern 16. road alignment -- and alternative three -- the land 17. exchange and the central road alignment -- the impacts 18. are very similar; a major beneficial effect, as you 19. would expect, to public health and safety and 20. transportation; the beneficial changes in the 21. transportation options, patterns, and costs with a 22. full-time service transportation link; and an increased 23. opportunity for King Cove residents to travel to the 24. Cold Bay Airport for access to medical services that are 25. not available locally. They have a wonderful clinic in 1. King Cove, but that doesn't handle all their needs. 2. Major adverse effects to public use: Cultural 3. resources, fish, and essential wildlife -- fish and 4. essential fish habitat were identified as some of the 5. adverse effects of the two road alternatives. 6. Wilderness, as a -- considering the issue of 7. wilderness, fragmentation of wilderness -- why sicken 8. the wilderness with a road, basically -- would bring 9. adverse effects to natural quality, undeveloped quality, 10. and opportunities for solitude. And the beneficial 11. effects of wilderness would be that over 44,000 acres of 12. wilderness would be added to the Alaska Peninsula 13. Refuge, which is currently State land. 14. There would be major adverse effect on tundra 15. swan, brant, Emperor goose, common loon populations; and 16. a moderate effect on other breeding, migrating, and 17. wintering birds. This is the conclusion of the draft 18. EIS. 19. The draft EIS also says that there would be 20. adverse effect on caribou and bear, a potential for 21. increased harvesting pressure on the fish in the 22. streams. Mainly on the caribou. It's projected that it 23. would -- could -- the road corridor could interfere with 24. caribou migration patterns. 25. The annual operation and maintenance costs
JOHN DICKENS: Ma'am, is there any estimate of how many people have died in King Cove waiting for medevacs since this has all gone on? Congressman Young's office said they know of 11 people that have died waiting for medevacs. I was wondering if you guys had any estimates on how many have died waiting for medevacs in King Cove during this period.

JOAN KLUWE: The transportation section of the EIS and the health and safety section of the EIS does provide an analysis. There's not an analysis of deaths to date. There is an acknowledgment that there is a need for public transportation to the airport.

JOAN KLUWE: The Aleutians East Borough sent a letter to the Fish and Wildlife Service indicating that the hovercraft would no longer be available for the route between King Cove and Cold Bay. That is correct.

UNIDENTIFIED SPEAKER: But to follow that up, is that alternative going to be taken out of --

JOAN KLUWE: Alternative four will be retained for analysis in the EIS, to the best of my understanding at this point. The Fish and Wildlife Service will make a final determination on alternatives at the conclusion of the public comment period based on public comments. But, at this point, it is being analyzed.

UNIDENTIFIED SPEAKER: I didn't study this very closely, but I wanted to know the definition of "major effect" of tundra swans and Emperor geese. I mean, that seems to be the conclusion under alternative two and three, that there would be a major effect. Does that mean the birds wouldn't come? They would die?

UNIDENTIFIED SPEAKER: That alternative four is going to go away since the borough is taking the hovercraft out of service?

JOAN KLUWE: We have a very gross-level summary that has been presented to you tonight, and I do encourage you to take a look at the entirety of the EIS. The effects are analyzed in Chapter 4 of the EIS, and definitions are provided at the beginning.

The effects to tundra swans relates to the -- my recollection -- and, again, I'm sorry, I'm not a biologist -- but my recollection of that analysis is that there would be impacts to the breeding success of that species. So there is definitely more information on the analysis in the EIS.

Do you guys have any better recollection?

UNIDENTIFIED SPEAKER: Yeah, I did read a very broad summary. Sorry I can't be more specific at this time.

JOHN DICKENS: The transportation section of the EIS and the health and safety section of the EIS does provide an analysis. There's not an analysis of deaths to date. There is an acknowledgment that there is a need for public transportation to the airport.

UNIDENTIFIED SPEAKER: Is it my understanding, given what you just said, that alternative four is going to go away since the borough is taking the hovercraft out of service?
JOAN KLUWE: The analysis is based on the location of the proposed road. And the analysis of impacts based on existing roads was considered. But there has not been a road that has completely crossed the Izembek Refuge before or the isthmus before. So it would be a new road. And the location of the breeding birds in juxtaposition to the location of the road, they estimated that there would be an effect to the tundra swans.

UNIDENTIFIED SPEAKER: I noticed in the presentation that there was no reference to the King Cove Health and Safety Act of 1999. And I also noticed in the EIS, where it lists various laws that are germane to this issue, and that law is not listed in the list of laws. Now, it is discussed in the EIS, but it's not listed in the EIS as a law pertinent to this.

POLLY WHEELER: And, again, just as a reminder, the point here tonight is to provide these types of comments so that we can then consider them in developing the final EIS, so I encourage everybody to -- to keep track of these. I mean, we have a transcriptionist here. But if you want to provide written public comments; we've got verbal comments. But I really encourage you to include these types of comments in your comments so that they can be analyzed as part of the formal record and addressed in the final EIS.

UNIDENTIFIED SPEAKER: So I hear a lot of discussion about analysis on the impact to tundra swan, to brant, to other wildlife, but it also sounds like -- have you estimated the impact of death on humans over the life of the project? And if so, what estimated number of human deaths would occur without the road? Have you estimated that and is there an analysis of human death?

JOAN KLUWE: There's not an estimate of human death. There is analysis of the transportation needs and the needs for public health and safety. And it is clearly demonstrated in the EIS that there is a need for public health and safety, but there's not an estimate of the number of people that will die, nor is there an estimate of the number of birds that will die. It's just not that specific. It is a gross-level -- it's a broad-level estimate, but the basic impact topic areas are covered, I believe. And if you disagree with how they're covered, please provide specific comment to that. At this point, unless there's any other clarifying questions, I would suggest that we move into the public comment period. This is the purpose of the meeting that we're here tonight, so that the Fish and Wildlife Service can hear your comments on the EIS. So unless there's any other clarifying questions, I suggest we move to the main point of the meeting, which is you being able to speak.

So any other clarifying questions?

All right. With that, then we will go by number order. We do request that you state your name. And if your name is not something like Smith or Jones, please spell your name so that the court reporter can capture it accurately.

And then we will stick to the times for a public comment period. We'll have a timekeeper, and they can help to let you know when your time is getting close.

So number one.

WENDY LOYA: Can I sit?

JOAN KLUWE: You can sit, stand. Please say your name first.

WENDY LOYA: My name is Wendy Loya, L-o-y-a. And I'm here to speak on behalf of Friends of Alaska National Wildlife Refuges. The Friends group is an all-volunteer membership organization that works with the Fish and Wildlife Service to protect and enhance Alaska refuges primarily through education/outreach activities. Thank you for the opportunity to speak tonight. The proposed road from King Cove to Cold Bay would be extremely costly, damaging, and is unnecessary. In 1998, Senator Stevens negotiated an agreement with the City of King Cove and the Aleutians East Borough whereby Congress appropriated $37.5 million to solve King Cove's medical and transportation needs. American taxpayers paid for an ultramodern medical clinic with telemedicine capabilities, improvements to the King Cove Airport, a 9-million-dollar state-of-the-art hovercraft,
$26 million for a 17-mile road and hovercraft port. This law specifically prohibited a road through Congressionally-designated Izembek Wilderness. The hovercraft safely and efficiently completed more than 32 medevacs to Cold Bay that averaged only 20 minutes per trip. The AEB mayor stated that the hovercraft is a lifesaving machine and is doing what it is supposed to. In spite of their medical needs, having been met, AEB terminated the hovercraft operation in 2010, claiming it was too costly and unreliable. Their expensive lobbying effort persuaded Congress to authorize a proposed land exchange and a 20-mile road through the wilderness. The law requires the Secretary of the Interior to determine if the road is in the public interest. We do not believe it is in the public interest. Several significant events have occurred in the last two years that make it clear that the road is not about affordable, reliable transportation or health and safety. First, the AEB has announced plans to use a hovercraft that would carry passengers and freight between Akun and Akutan across waters that experience more severe weather and seas than those that occur in Cold Bay. They would be transferring the hovercraft given to King Cove by the American taxpayers to Akutan.

We quote an AEB memo dated December 5th, 2011: "We have developed a plan for the repair, installation of modifications and redeployment of the Suna-X in Akutan. The date by which we are expected to have the craft and crew ready for their first airport passenger run is September 1st, 2012." The AEB stated that they will pay the cost of operation of the hovercraft and run a deficit for at least five years, even though their main justification for the proposed road is that they cannot afford the cost of operating the hovercraft. Further, at the scoping meeting at Sand Point, the city manager of King Cove objected to the U.S. Fish and Wildlife presentation that stated that the purpose of the road was to meet health and safety concerns. He insisted that it be revised to state, "The people of King Cove believe that a road to Cold Bay is primarily for improved quality of life and access to the outside world for the residents of King Cove." This clearly indicates their real justification for the proposed road is for other purposes, such as personal travel and commercial interests. The Japanese-owned Peter Pan fish processing facility in King Cove is the largest in Alaska, and AEB has pursued a major marketing program to sell their goods elsewhere. It would be nearly impossible to regulate commercial use of the road, including hunting and guides bringing sport hunters into the area, and ensuring that off-road vehicles do not leave the road and enter the designated wilderness. One very minor point is that, as mentioned in the revised alternative one, AEB has contacted the Army Corps of Engineers regarding using the passenger ferry and --

DAVID MCCARGO: I'd appreciate it if you could sort of give me a thumbs-up 30 seconds short of my --

POLLY WHEELER: I can do that.

JOAN KLUWE: And you can submit the entirety of your comments to the court reporter. Thank you.

Number two.

DAVID MCCARGO: My name is David McCargo.

Last name is spelled M-e-C-a-r-g-o.

As an Alaskan for about four years, I've been to King Cove and Cold Bay and Izembek. First and foremost, in my opinion, a 20-mile road would constitute a major intrusion into the refuge and threaten wilderness and wildlife values. Looking at the map, you can see that Izembek is shaped like a horseshoe with the road effectively bisecting the refuge, cutting it in half. Controlling off-road access to adjacent lands would virtually be impossible, with access being a major threat to the refuge's wilderness values. It's simply naive to think that once a road is built, that the locals will not drive off of it and otherwise impact adjacent lands. Furthermore, there's nothing to say that Congress in the blink of an eye can't loosen what weak protections are being assumed here. Any supposed guarantees that there would be access restrictions are untrustworthy, as evidenced by the opening of the Dalton Highway and adjacent lands for public access after an initial agreement was made in that case. Once the road is built, it can be expected that local communities, given the tradition, will push the door further open, as I've pointed out.

The proposed land exchange, especially of this magnitude, would be a bad, if not horrible, precedent and the Congress made a serious mistake by kicking this ball to the Secretary. Wilderness is the highest level of public land protection and boundary tampering should be done with extreme caution, if at all. In my opinion, there should be only two criteria for modifying wilderness boundaries where a land exchange is involved: First, there should be an
1 overwhelming preponderance of benefit to wilderness;
2 and, two, where the failure to do so would result in
3 unacceptable offsite impacts. Neither of these
4 criterion are met in this instance. The history of land
5 exchanges in Alaska have served conservation interests
6 poorly, witness the Red Dog and Anaktuvuk land exchange,
7 both of which I’m familiar with.
8 There is a general policy matter here. In
9 addition to the moneys already spent without apparently
10 anything to show for it and short of any shenanigans
11 that apparently pertain to the diversion of the
12 hovercraft, the larger issue is one of a sense of
13 entitlement. We simply cannot pay for everybody to do
14 anything. The country is bankrupt and we don't have the
15 money, even if there is a perceived need to satisfy
16 everybody’s perceived needs. The proponents of these
17 proposals often want somebody else to pay for it,
18 especially the politicians, who have really no
19 reservation about these things other than to get
20 themselves reelected. And that's how this thing sort of
21 got rolling.
22 Thank you very much. And I’ll be submitting
23 detailed comments in a letter.
24 **JOAN KLUWE:** If you have anything in writing,
25 please provide them to the court reporter.

**POLLY WHEELER:** Number three.

**FRAN MAUER:** Thank you. My name is Fran

Mauer. I'm here to speak on behalf of the Alaska

Chapter of Wilderness Watch. Wilderness Watch is a

national conservation organization whose primary mission

is to advocate for the preservation and appropriate

stewardship of our nation’s National Wilderness

Preservation System.

The presentation that was given earlier, the

PowerPoint, the Izembek National Wildlife Refuge was

established more than 50 years ago for the purpose of

creating a refuge, breeding ground, and management area

for all forms of wildlife. It was also -- it is also an

exemplary wilderness and was recognized in 1980 when

Congress designated 300,000 acres as wilderness.

Section two of the Wilderness Act explains the

nation's interest in protecting wilderness qualities as

follows: "In order to assure that an increasing

population, occupied by expanding settlement and growing

mechanization, does not occupy and modify all areas

within the United States and its possessions, leaving no

lands designated for preservation and protection of

their national condition, is hereby declared to be the

policy of the Congress to secure for the American people

of present and future generations the benefits of an

enduring resource of wilderness."

To assure that this policy would be achieved,

the Wilderness Act specifically stated, "There shall be

no commercial enterprise, no permanent road, within

wilderness areas designated by this Act."

Given these powerful legal requirements, one

has to ask, why are we here to consider a proposed land

exchange and road corridor? Since passage of the

Wilderness Act, history has shown that there have been

several efforts to circumvent the Act by various

commercial purposes. This case is no exception.

And it's a strategy on -- it's part of a

growing list of land exchange schemes that have been
developed to circumvent conservation laws, such as the
Wilderness Act, and serve development interests within
the national conservation areas in Alaska. The first
one was the St. Matthew Island land exchange, which
would have transferred lands -- wilderness category
lands on St. Matthew Island to Native corporations that
would then lease those lands to oil companies for an
on-shore base to explore for oil in the Bering Sea.

There are several others of these land exchange schemes.

I would like to add that the Izembek land
exchange should be abandoned and dumped in the junkyard
as failed Alaska land exchange schemes where it belongs.

The proposed action, as proposed, would obliterate the
integrity of the Izembek Wilderness, essentially,
forever. It would inflict permanent irreparable impacts
on wildlife through habitat fragmentation, degradation,
persistent impacts, et cetera. We recommend the
no-action alternative, and I'd like to end with one last
statement --

**JOAN KLUWE:** Sir, your time is up.

**FRAN MAUER:** Okay. Thank you.

Read the first sentence in the Wilderness Act.

**JOAN KLUWE:** Sir, your time is over. Thank

you.

**POLLY WHEELER:** Number three -- number four.

**BETH PELUSO:** My name is Beth Peluso. It's
P-e-l-u-s-o. And I represent Audubon Alaska, which is
the state office of the National Audubon Society. We've
had an Alaska office since 1977. And Audubon and our
membership have been actively engaged in issues
concerning the conservation of the important bird and
wildlife habitat in Izembek for more than a decade.
Audubon Alaska supports alternative one, no
action. Since 1997, Audubon has maintained that there
are marine transportation options that would meet the
concern for medical emergency transportation for the
community of King Cove. When in service, the existing
The proposed exchange lands in alternatives would be difficult for wildlife to avoid the road. Of the road are compounded by the narrow isthmus, so it brant as a key subsistence resource. Negative effects where many Alaska Native residents are dependent on brant population of the world's population of Steller's eiders. The Alaska breeding population is listed as threatened on the Endangered Species Act; many species of other

1 hovercraft system successfully completed more than 30 1 compensate for the loss or degradation of the
2 medical emergency evacuations, proving that a marine 2 Izembek-Kinzarof lagoons complex. Fundamentally, this
3 option sufficiently addressed this problem without 3 is not an issue that can be resolved on the basis of
4 compromising the integrity of the Izembek Refuge. 4 acreage. No amount of exchange lands could compensate
5 Since 1985, the U.S. Fish and Wildlife Service 5 for the unacceptable and irreversible impacts of a road
6 has consistently found that a road across the narrow 6 on globally significant and unique wildlife habitats.
7 isthmus between Izembek and Kinzarof Lagoon would be 7 POLLY WHEELER: That's what I like to see.
8 incompatible with the purpose for which the Izembek 8 Number five.
9 Refuge had been established and would cause significant 9 GARY HENNIGH: That would be me.
10 long-term damage to important fish and wildlife habitat. 10 Good evening. My name is Gary Hennigh, H-e-n-n-i-g-h. This is my 23rd year working for the
11 Izembek and Kinzarof Lagoon, separated by a 11 City of King Cove as the city manager. It's a great
12 narrow isthmus, make up the ecological heart of Izembek 13 community I have the honor of working for. I've already
13 Refuge. The refuge is known for its world-class 14 heard some statements tonight giving credit for things
14 waterfowl and shorebird populations and habitats, 15 that I don't have a clue what they're talking about.
15 supporting hundreds of thousands of birds that migrate 16 I have a lot to say, but I'm going to keep
17 to the Lower 48 and to other continents. The lagoons' 17 most of it to myself and express it in written comments
18 complex provides wintering, breeding, molting, or 18 or at the public meetings next week out in the region.
19 resting grounds for the following: Nearly the entire 19 I would say at this time my primary focus is to make
20 Pacific Coast population of brant, including birds from 20 sure that the King Cove group, which includes the
21 Canada, Russia, and Alaska; more than half the world's 21 Aleutians East Borough, the Agdaagux Tribe in King Cove,
22 population of Emperor geese, which have a range limited 22 the Belkofski Native Council, the King Cove Corporation,
23 to Alaska and parts of Russia; up to 70 percent of the 23 and the City of King Cove, have the necessary resources
24 world's population of Steller's eiders. The Alaska 24 and expertise to do everything possible to help the
25 breeding population is listed as threatened on the 25 service make the final EIS as fair, factual, and honest

1 shorebirds, including Pacific golden-plovers, rock 1 as possible.
2 sandpipers, dunlins, and also a resident population of 2 And given the current status of the EIS, this
3 tundra swans. Many of the avian species using 3 is a challenge. This DEIS is substandard, biased in
4 Izembek -- including dunlin, brant, and Steller's 4 many cases, either scientifically or factually
5 eider -- are recognized on Audubon's Alaska WatchList of 5 incomplete or inadequate. It is not fair for the
6 declining and vulnerable bird populations, 6 residents of King Cove in the Izembek region and the
7 The isthmus between Izembek and Kinzarof 7 American public for the Secretary of the Interior to use
8 Lagoon is the only path between the west and east sides 8 this document as it is to make this public interest
9 of the refuge for such wide-ranging species as brown 9 finding as the final decision to this land exchange and
10 bear and caribou. Low levels of human disturbance have 10 road decision. So instead of excessively whining on
11 helped maintain the high habitat value of this area for 11 this concern, we are focused on helping the federal
12 brown bears. 12 government make the EIS a respectable process and
13 Construction and use of a road would impact a 13 document.
14 wide range of avian species year-round, with major 14 I must also comment that being listed as a
15 effects on nearly the entire brant population of the 15 cooperating agency needs to be taken with a grain of
16 Pacific flyway, more than half the global population of 16 salt. The service knows that the cooperating agencies
17 Emperor geese, and on tundra swan and common loons. 17 were not involved in all those bogus impact evaluations
18 Concern about impacts on subsistence harvest extends 18 that they are talking about, and we are very upset about
19 beyond the Izembek area to the Yukon-Kuskokwim Delta, 19 being excluded from that process.
20 where many Alaska Native residents are dependent on 20 I also learned to better tolerate simply by
21 brant as a key subsistence resource. Negative effects 21 ignoring those who oppose the land exchange or any array
22 of the road are compounded by the narrow isthmus, so it 22 of environmentally hyped-up statements, some like I've
23 would be difficult for wildlife to avoid the road. 23 heard here tonight.
24 The proposed exchange lands in alternatives 24 I have directly heard respectful scientists
25 two and three would not provide habitat comparable to or 25 testify in Congress that there is no room for compromise
blood had been spilt, by these good people whose land

Also, how many tears have been shed, how much

more.

said they know of at least 11. I suspect there are many

If you want to make your statements, you've

got to have the scientific facts to back them up. Some

of what I've read in the paper recently and have heard

are not scientific facts that can be backed up.

You have not heard the last from the City of

King Cove and its 900 residents. Thank you.

HENRY MACK: Good evening. My name is Henry

Mack, and I'm the mayor of King Cove. I am also a

grandfather, a father, a King Cove Corporation

shareholder, a tribal member, and an Aleut. Tonight I'm

here on behalf of my community.

Mr. Kinzarof, along with many other Native

families was ever contacted, the Kinzarofs, the

Nevzaroffs, the Dushkins, the Kuzakins, the Samuelsons,

the Goulds, that we're going to come and we're going to

take this piece of property that you folks are hunting

and living and we're going to burn your cabins down,

which they did. Not one of those folks. There's 100

on and living in Izembek isthmus prior to 1960 when

the service came and made it a refuge. Not one of those

families was ever contacted, the Kinzarofs, the

Nevzaroffs, the Dushkins, the Kuzakins, the Samuelsons,

the Goulds, that we're going to come and we're going to

take this piece of property that you folks are hunting

and living and we're going to burn your cabins down,

which they did. Not one of those folks. There's 100

Kinzarofs there in my community today and Nevzaroffs and

Dushkins, and Kuzakins that lived off this land. Not

one of them were asked, we're going to come and change

your land.

And this forum that you folks are in today is

a forum that they were denied. And it just hurts us

that the service has done that to us. I have more here

to say, but I'm going to turn it in. Thank you.

JOHN DICKENS: Since it's so easy to go over,

I brought my stopwatch. Okay. I'm starting.

My name is John Arnold Dickens, and I came

here from Bethel because -- at the request of my wife,

who's an Eskimo, and her family. We wanted to convey

the solidarity that the people of the Yukon-Kuskokwim

Delta feel for the people of King Cove and support them

in their struggle for the safety of human life.

I'm a volunteer fireman. I've been a first

responder for over 30 years. I'll tell you, it's really

sad when you're in a Bush clinic and you run out of

oxygen and your patient is going to die. We asked a

legitimate question: How many people in King Cove have

died waiting for a medevac? Now, Don Young's office

said they know of at least 11. I suspect there are many

more.

Also, how many tears have been shed, how much

blood had been spilt, by these good people whose land

was taken away from them? This isn't just about King

Cove. This is about all of rural Alaska.

You know, a lot of people in the Fish and

Wildlife Service that I meet are really nice people.

They don't seem to be racist. They don't seem to be

fascists. Yet the results of their activities are often

perceived that way by Alaska Native people.

I ask you green-peacer types here tonight, if

it was your family member that was suffering, I bet

you'd have a different tune. If it was your family

member that died waiting for a medevac, you would have a

different tune. I'm sorry, I know you mean well,

but I see a lot of hypocrisy in your statements.

My wife and I have driven the haul road

several times on vacation. I looked for the

environmental holocaust when I got to Deadhorse.

Can't find it. I guess they put it away because they

heard I was coming.

You know, we live in Bethel, the biggest city

in the Bush, inside of YKNWR, and we have the same

problems. We have people get shot seven miles away.

The air ambulance is up on another shooting, we might as

well be on the dark side of the moon for us to get

there. Human life is precious.

I have been to the Izembek Wildlife Refuge

many times in the Coast Guard and working for NOAA. And

I must respectfully disagree that this road would be the

end of the world, because that is not true. It wasn't

true when there was a giant base at Cold Bay and it's

not true now.

I ask you a question, my friends, how many

good people are going to die? How many tears are going

to be shed? How many people are going to suffer

needlessly before this road is built? It must be built.

It must be built now. And the Fish and Wildlife Service

should hang its head in shame for resisting this road

and stalling. We all are going to die, but I sure hope

none of you have to suffer needlessly like the people in

King Cove have. Thank you.

CARL PORTMAN: Good evening. My name is Carl

Portman. I'm the deputy director of the Resource

Development Council. RDC is here tonight to support a

proposed land exchange.

Although there is no industry that would

benefit from a land exchange, RDC supports the proposed

action because it is the right thing to do. For over a

decade we have consistently advocated for a road link

between King Cove and Cold Bay. RDC strongly believes

that a road corridor from King Cove to the all-weather

airport at Cold Bay is in the public interest.
In our view, this is a public safety and human rights issue, which should be given the highest priority. Specifically, RDC supports alternative two and encourages the Corps of Engineers and Fish and Wildlife Service to adopt this option as the preferred alternative. This alternative would provide safe, reliable, and affordable transportation for King Cove residents.

Clearly, the land exchange outlined in the DEIS would provide a net gain for the National Wildlife Refuge System while providing a vital public health and safety corridor for King Cove residents. The road would be narrow and unobtrusive. It would be used primarily for health and safety purposes and would be closed to commercial traffic. Mitigation strategies will allow the road, the environment, and wildlife to coexist.

There is adequate existing information to allow for a final EIS to proceed, a record of decision issued, and for the Secretary of the Interior to make a public interest finding that meets the intent of Congress and of course equitable treatment for the Aleut people.

The road would solve the community's perennial problem with access to the outside world, especially in poor weather conditions. The proposed land exchange would provide for a long-term, safe, and reliable year-round transportation system between King Cove and Cold Bay. The marine life between the two communities has not solved King Cove's transportation challenges in reaching Cold Bay and its airport. The community has not found the hovercraft to be an effective solution to poor weather conditions limiting other modes of transportation.

The current situation for King Cove residents is life-threatening, and this EIS is taking a critical step towards providing the infrastructure needs of this community. The importance of this project to the State of Alaska and the local residents is evident by the unprecedented 50,000 acres of land the State of Alaska and the King Cove Corporation is willing to exchange for a 206-acre road corridor to Cold Bay. For the 131 acres of land that will be removed from the wilderness designation, 44,000 acres will replace it and become designated the Alaska Peninsula National Wildlife Refuge Wilderness.

In good faith, residents have fought for and have implemented other non-road options to improve health services in the area. Unfortunately, those efforts have not proved to be feasible or economical; therefore, the only viable option to resolving this longstanding problem is to build the road.

I would like to encourage Alaskans to get involved, express your opinions about why a road is needed to protect the residents of King Cove. Thank you very much.

Polly Wheeler: If I could remind people that if they have written testimony, if you could leave it up here. You can also submit your comments through the
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<td>1. various means that we listed earlier. But if you have</td>
<td>1. Imagine if the federal government about four</td>
<td>1. passed that we were truly on our way to make this</td>
<td>1. Number 12.</td>
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<td>2. written comments, if you can leave them up there, we'd</td>
<td>2. years earlier had contacted us and asked us when they</td>
<td>2. happen. Now three years later we are here once again to</td>
<td>2. POLLY WHEELER:</td>
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<td>3. appreciate it.</td>
<td>3. drew those wilderness boundaries. We would not be here</td>
<td>3. testify again to all the communities. Time after time</td>
<td>3. JENIFER SAMUELSON-NELSON:</td>
</tr>
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<td>4. ED FOGELS: We'll submit some later.</td>
<td>4. today. We would have this road. We would not have lost</td>
<td>4. after time the people have been put through this.</td>
<td>4. Good evening. My</td>
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<td>5. POLLY WHEELER: Okay. Thank you.</td>
<td>5. the lives that we have or contributed to the health of</td>
<td>5. I ask why a conservation group stated that the</td>
<td>5. name is Jenifer Samuels</td>
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<td>6. JOAN KLUWE: Whatever you presented tonight</td>
<td>6. many of the people in our community.</td>
<td>6. value of the land that we are giving up are not enough</td>
<td>6. on behalf of the</td>
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<td>7. will help the court reporter with the transcription,</td>
<td>7. For over 15 years I've sat through hours of</td>
<td>7. when the State and the King Cove Corporation are putting</td>
<td>7. A friend shared with</td>
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<td>8. though. If you have any written comments, it would be</td>
<td>8. testimony by road opponents. I've heard about the</td>
<td>8. up over 60,000 acres of land? I ask why a conservation</td>
<td>8. me, conservation orga</td>
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<td>9. very --</td>
<td>9. dangerous precedent, the blow to the heart of the</td>
<td>9. group comes to the King Cove Corporation to purchase</td>
<td>9. nizations have been making</td>
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<td>10. POLLY WHEELER: Yeah. She's doing her best, and</td>
<td>10. wilderness, a scar on a world-class refuge. And in one</td>
<td>10. Mortensens Lagoon to give to the Fish and Wildlife? How</td>
<td>10. great strides for recogni</td>
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<td>11. I'm sure she's going to catch everything, but</td>
<td>11. particular instance, after that House hearing, we</td>
<td>11. do you say that the lands we're giving up are not enough</td>
<td>11. respect the rights of</td>
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<td>12. there's always those little words here and there that</td>
<td>12. were -- a comment was made, this is like cutting a baby</td>
<td>12. when they are adjacent to the wilderness areas? The</td>
<td>12. that protected areas must</td>
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<td>13. are problematic. So if you have written testimony, if</td>
<td>13. in half, referring to the area between the two lagoons,</td>
<td>13. lands we're giving up, the 5,400 acres, include the hot</td>
<td>13. international law, inc</td>
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<tr>
<td>14. you can provide it to her, that would be great.</td>
<td>14. when we are trying to save the lives of babies.</td>
<td>14. spring areas.</td>
<td>14. the warranty of the</td>
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<td>15. Number ten.</td>
<td>15. I'm here to testify to the terrible example</td>
<td>15. We will not stand silent for this. There is</td>
<td>15. and the tribe. And the Secretary of the</td>
</tr>
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<td>16. DAN ROWLEY: I would like to just hand my</td>
<td>16. already set by the federal officials who failed</td>
<td>16. no reason why we cannot work together to make this</td>
<td>16. me recently, conserva</td>
</tr>
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<td>17. comments in and yield my time to number 11.</td>
<td>17. completely to consult with us when this refuge was</td>
<td>16. happen. Now three years later we are here once again to</td>
<td>16. great strides for recogn</td>
</tr>
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<td>18. POLLY WHEELER: Duly noted.</td>
<td>18. created. And I'm here to testify that no refuge would</td>
<td>17. to all the communities. Time after time the people</td>
<td>17. recognize that protected</td>
</tr>
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<td>19. Number 11.</td>
<td>19. have ever been possible without the ways of the Aleut</td>
<td>18. have been put through this.</td>
<td>18. respect the rights of</td>
</tr>
<tr>
<td>20. DELLA TRUMBLE: Good evening. My name is</td>
<td>20. people who walked lightly on these lands.</td>
<td>19. I ask why a conservation group stated that the</td>
<td>19. international law, inco</td>
</tr>
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<td>21. Della Trumble. Some of you don't know me. I've been</td>
<td>21. People in King Cove have lived this road issue</td>
<td>20. value of the land that we are giving up are not enough</td>
<td>20. mitation that protected</td>
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<td>22. involved in this road issue for the majority of my life.</td>
<td>22. for way too many years of our lives, and we continue to</td>
<td>21. when the State and the King Cove Corporation are putting</td>
<td>21. included the Hot spring</td>
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<td>23. Trust me, this has been a very long road.</td>
<td>23. stand back and watch the hardship and the lives that are</td>
<td>22. up over 60,000 acres of land? I ask why a conservation</td>
<td>22. and the tribe. And the Secretary of the</td>
</tr>
<tr>
<td>24. Today, you know, we're all here for a very</td>
<td>24. put in jeopardy day by day. And, at this point, enough</td>
<td>23. when they are adjacent to the wilderness areas? The</td>
<td>23. rights of those Anau</td>
</tr>
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<td>25. good reason. You understand why we're here, many of</td>
<td>25. is enough. I thought when the Izembek land exchange</td>
<td>24. lands we're giving up, the 5,400 acres, include the hot</td>
<td>24. lands are problematic.</td>
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</table>
I was raised in King Cove and now live here in Anchorage. I serve as the vice chairman of the board for the Aleut Corporation, the chair of the shareholder affairs committee. I'm also a King Cove Corporation shareholder, as well as an Agdaagux tribal member.

I, like many others you'll hear from tonight, have had my share of turbulent flights, seasick boat rides, and have felt the anguish when loved ones have been denied access to urgent medical care due to a lack of reliable transportation or when people with medical conditions can't go to King Cove to visit family or are forced to leave the community they live in because there is not a reliable means of transportation for them to get out.

When I was about four months pregnant with my twin daughters, I asked my doctor, you know, "Can I travel?"

She was like, "Oh, yeah. Go ahead." She's like, "Where are you going to go?"

I said, "King Cove."

She goes, "No. You can't." She said, "I've been waiting for a patient from there for ten days."

There's no way you can go there."

---

The comprehensive information in the EIS shows the land exchange as tens of thousands of acres of pristine fish, waterfowl, caribou, brown bear, and endangered species habitat to the refuge. This study reaffirms my conviction that the major health and safety benefits that a single-lane road will bring to the nearly thousand residents of King Cove will far outweigh its limited environmental impacts.

---

The proposal to build a road through a designated wilderness area within Izembek requires an exchange of land that would remove not only the area's classification as a National Wildlife Refuge, but also its wilderness designation. Besides eroding the...
1 effectiveness of the Wilderness Act, the additional 
2 acres offered by the State of Alaska and the King Cove 
3 Corporation under the exchange are ecologically inferior 
4 to those that would be lost and, therefore, provide no 
5 net benefit to the refuge. 
6 Designated as a Wetland of International 
7 Significance under the Ramsar Convention, Izembek Refuge 
8 is home to one of the largest eelgrass beds in the 
9 world. These beds support abundant plant, animal, and 
10 sea life on and around the refuge, including hundreds of 
11 thousands of waterfowl.
12 The proposed road corridor cuts through 
13 sensitive terrain that would make road building costly 
14 and difficult and potentially dangerous to drive due to 
15 the region's extreme weather. The isthmus along which 
16 the road would be constructed is dotted with hundreds of 
17 wetlands and depressions. 
18 In the best of weather, travel to Cold Bay by 
19 this road would take an hour and a half. But high winds 
20 are common throughout the year and in winter snow 
21 blowing from wetland depressions will not only further 
22 increase maintenance costs, but will make the road 
23 extremely dangerous for travelers. 
24 Constructing and maintaining this road would 
25 cost the State and federal taxpayers millions of 
1 dollars. The road's development continues to be pursued 
2 despite there already being a transportation system that 
3 has been proven safe and effective. In 1998, U.S. 
4 taxpayers paved $37.5 million to improve King Cove's 
5 medical facilities, build a connecting road from the 
6 village to a new marine terminal, and purchased a 
7 state-of-the-art 9-million-dollar hovercraft. The 
8 hovercraft is capable of transporting an ambulance to 
9 Cold Bay in as soon as 20 minutes and has been proven 
10 successful in all medical evacuations for which it has 
11 been used.
12 Despite its success, the AEB suspended 
13 hovercraft service between King Cove and Cold Bay in 
14 2010. However, AEB has plans to move this hovercraft 
15 for use between Akutan and an airport on Akutan [sic] 
16 Island, and has committed to paying for its operation 
17 there for the next 20 years. AEB’s preparations for 
18 this transfer also include the addition of de-icing 
19 equipment. Given that the problems that led the AEB to 
20 halt the hovercraft’s service for King Cove have been 
21 resolved, it appears that the need for an alternative 
22 form of transportation no longer exists. 
23 Pursuing the proposed road and land exchange 
24 would remove a unique and fragile area from the public 
25 conservation estate and subject it to degradation that 
1 goes along with construction and increased motorized use 
2 and repeated maintenance of the road. 
3 POLLY WHEELER: Number 15. 
4 BARBARA WINKLEY: My name is Barbara Winkley, 
5 and I'm a 45-year resident of Alaska. And I would just 
6 like to make a couple of comments. 
7 This critical wildlife habitat of eelgrass 
8 beds of Izembek Lagoon and surrounding areas for the 
9 migrating brant and other migrating waterfowl is even 
10 more critical today than when it was studied and 
11 declared a wildlife refuge in the early '70s. 
12 As wildlife habitat areas diminish in North 
13 America, we need to protect the wildlife refuges 
14 established under the Wilderness Act of 1964. I urge 
15 you not to bisect this contiguous wilderness area, which 
16 gives refuge and a food source to marine mammals, such 
17 as otters and Steller sea lions in the surrounding 
18 inlets, as well as the protected, undisturbed resting 
19 place and food source for migrating waterfowl.
20 The 20-minute hovercraft trip between Cold Bay 
21 and King Cove, put in place in 1998, is a much shorter 
22 time than it would take to drive a patient over a rough 
23 expensive road. I testify today to oppose the 
24 construction of this unnecessary road. 
25 THE REPORTER: Can I have your name again?
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| 1 highlights from those two letters.  
2 The first, which comes from Elizabeth Clawson,  
3 who is the physician in charge of the clinic in King  
4 Cove, indicates, "I think the road from King Cove to  
5 Cold Bay is a complete medical necessity, particularly  
6 since the road is only to be used for emergency/medical  
7 travel and not for private use. That means the road  
8 cannot be used for individual financial gain.  
9 "Currently the King Cove Clinic is  
10 well-equipped with personnel and supplies. The clinic  
11 is not equipped to handle continuing care for lengthy  
12 treatment of any patient, nor are there providers."
13 I want to read now a statement from  
14 Dr. Cotten's letter. She says, "I am writing to  
15 encourage you to take a proactive stance on the King  
16 Cove to Cold Bay road. The road would be a major step  
17 towards ensuring safety and best possible care for the  
18 village residents of King Cove."
19 She says, "On average, we lose one to two  
20 patients a year due to transfer delays. We have lost  
21 children and adults. We have had pregnancy disasters  
22 and major trauma. We have a challenge keeping health  
23 care providers in a stressful environment." She goes on  
24 to give an example of her own experience where she  
25 nearly lost her life in the last medevac she  

1 place to nest and breed.  
2 And the time that I spent in Cold Bay, I did  
3 not insure my car because every time I drove it, I never  
4 saw maybe one other car maybe really close to the store.  
5 It just was ridiculous to think that you would ever meet  
6 another car on the road. So how can that one car that  
7 might travel between King Cove and Cold Bay affect  
8 anything? It's just ridiculous.  
9 And I just am here mainly to say, I wrote to  
10 Clinton, President Clinton, in -- years ago. And to  
11 find out last week that this road doesn't exist, it --  
12 it just amazed me that we have waited this long to give  
13 people a road that they need.  
14 POLLY WHEELER: Eighteen.  
15 BETHANY MARCUM: Bethany Marcum, M-a-r-c-u-m.  
16 And I'm just here to speak in support of alternative  
17 numbers two and three in terms of building a road, both  
18 for the health and safety reasons that have been cited.  
19 One other person earlier mentioned the cost  
20 concerns. And you can see by the analysis that the cost  
21 of the other alternatives in the long run will certainly  
22 within 20 years or so exceed -- meet and then continue  
23 to exceed the cost of the initial outlay for the road.  
24 So the road in the long run is actually going to be a  
25 better fiscal consideration.

1 participated in.  
2 On behalf of the health care providers and  
3 those responsible, we strongly encourage that human life  
4 be considered and a road be allowed. Thank you.  
5 POLLY WHEELER: Seventeen.  
6 BETTY SMITH: My name is Betty Smith, and I'm  
7 here for myself. I was a resident for a time in Cold  
8 Bay. And you would have to be deaf and blind and  
9 heartless not to recognize the terrible situation the  
10 residents of King Cove find themselves when they're  
11 unable to travel back and forth to their village.  
12 I have seen emaciated people in the airport  
13 that I would be shocked to know that they survived. I  
14 have had people come to my house when they had to stay  
15 overnight in the airport for days because a boat could  
16 not come into Cold Bay to pick them up.  
17 And it is ridiculous to think that a narrow  
18 road across the Izembrk Refuge is going to affect  
19 wildlife in any way. God gave bear and caribou legs.  
20 They can walk right across it like they do all the other  
21 roads. They gave birds wings -- God gave birds wings.  
22 I have seen millions, it seems, hundreds, thousands of  
23 birds fly across the bay and up over the edge of the  
24 bay. They don't crash into anything. They just keep  
25 going. There's a huge refuge there. They will find a

1 But the other thing is, that's the main  
2 purpose of our government, is to provide infrastructure  
3 so that our citizens have the ability to get the health  
4 and safety that they're supposed to be provided by our  
5 government. That is what the government is supposed to  
6 be spending money for, not many of these other programs  
7 that they're spending it for. So let's make sure that  
8 we invest the money in the proper things, the  
9 infrastructure that will last, that will allow our  
10 citizens to have the health and safety they deserve.  
11 SAM COTTEN: My name is Sam Cotten. And in  
12 the interest of full disclosure, I used to be an  
13 employee of the Aleutians East Borough and currently  
14 have a contractual relationship with them as a fisheries  
15 consultant.  
16 The road to Cold Bay should be an easy  
17 decision. In my opinion, there's no significant impact  
18 on the habitat, no loss of eelgrass. The birds and  
19 animals are used to people and vehicles, as evidenced by  
20 the existing roads, activities, and hunting that  
21 currently takes place in and around Cold Bay.  
22 And a lot of that is by folks from Anchorage  
23 and other parts of the United States who have a lot  
24 easier and safer access to the area than the people in  
25 King Cove. So what's the problem?
In my opinion, the land is designated as wilderness and is in a National Wildlife Refuge, a designation similar to the Arctic Refuge. My feeling is that there's a concern about precedent -- and I've heard that mentioned here many times tonight -- and that shouldn't be a reason when the merits and the logic are overwhelmingly on the side of the road.

You've heard about the merits, including the health and safety issues, as well as the convenience for the residents of King Cove. The people living there feel strongly about this and with good reason.

Mr. Christensen mentioned my wife earlier. I was going to say something, too. She works in King Cove obviously and has some written testimony. One point she had really struck home with me. She related an incident where a patient needed to leave King Cove and the weather was terrible, but the pilot was willing to fly anywhere. He was willing to take a risk. It was a terrible night. And he said he just felt it wasn't his time to die. Luckily, they made it to Cold Bay.

Her point was, you shouldn't have to rely on luck to get safe access to Cold Bay Airport in a medical emergency, or for that matter any reason.

I wasn't sure I was going to talk about my friend Ruth Croxton. But I met her in college at the University of Alaska Fairbanks many years ago. She became a pilot, flew the King Cove route. She died there.

And sometimes I've -- I've been on flights where you're sort of white-knuckling and you're flying sideways next to the mountain to stay out of the middle of the pass where all the real wind is, and I think -- and the pilot, that day that was really terrible, we were flying sideways. He said he would have never done that, but -- had he known the weather was going to be that bad. But there's just no way to know. It can come up pretty quick and you're already in the air and it can be bad.

Thirty seconds. Okay.

So I'll conclude by saying the reluctance of the United States government to allow this road is a good example of a bad decision to presume a one-size-all land designation should trump the logic and merits of this particular project.

And I just wanted to say that I heard a few things tonight that I guess I haven't been exposed to. Some of the people have been following this issue for a long time. But to think that this is a shenanigan or a scheme or a strategy to circumvent the Wilderness Act, I couldn't believe what I was hearing. Thank you.

POLLY WHEELER: Twenty.

Wade Willis: My name is Wade Willis, W-i-l-l-i-s. I'm here to speak as a former resident of Cold Bay, a hunter in Cold Bay, and somebody who believes in preserving Alaska with the standards that we've enjoyed since statehood.

I'm astonished to hear that this is an issue of quality of life for Cold Bay -- King Cove. Every rural village in this state suffers the exact same thing that you guys are suffering, every single one. They all do. Some worse maybe. Some are more remote.

False Pass, Nelson Lagoon, where are they?

Why are they not here going, "Oh, well, if King Cove gets a road, by golly, we've got to have something special, too, because we suffer too. When is the spur going to go up to Nelson Lagoon?"

And the State comes and says, "We promise we're not going to have commercial use of that road."

But we all know that once it becomes State land, it's a given it's going to be commercial use, because the State will call the shots and the State always goes with commercial use. And a road to that side of the peninsula is highly beneficial for commercial use.

And I also say, when did quality of life mean that the quality of life for caribou, black brants, and all the wildlife that the Native people have lived on for millennium become second-class citizens?

I want you to know that this 40,000 acres that's supposedly going to get transferred from the State to the U.S. Fish and Wildlife Service, well, that's the camping grounds of the southern Alaska Peninsula caribou herd. Now, you've all enjoyed and fought strong and hard for predator control in those areas -- right? -- because you say caribou are important to your way of life. Well, there won't be any more predator control there. Right? So you're giving that up.

And as a hunter, who's hunted in Cold Bay, I have stalked geese and black brant and I have pulled up next to that Izembek Lagoon and I've taken one shot and I've sent tens of thousands of birds to flight. I hunted on that lagoon one time, and I said morally I cannot do this to these birds who are here in a critical moment in their life cycle to get fed so they can fly nonstop to Mexico. This is an asset for all Americans.

This is an asset for all humans.

And for you guys to think that sport hunters from around the world would not negatively impact the wildlife resources by opening up this road is crazy. I support option one.
POLLY WHEELER: Number 21. We’ve got two 21s?

ERNIE WEISS: My name is Ernie Weiss. I do work for the Aleutians East Borough. I’ve got comments I’ll pass on in my own behalf. I’m here to read comments for the mayor of the Aleutians East Borough, Stanley Mack. He wanted to be here. He was not able to, but I believe he’s listening in.

So his statement is: “I was born in King Cove, have lots of family there. I go back there a lot, and this is personal. I can’t even remember how many times I’ve stood up in front of this many people or testified in front of Congress and tried to get them to see why this road is so important, not just for King Cove, but when you go there, you’ll see that it’s a big deal all over the borough. And now here we are in Anchorage, many hundreds of miles from home, and we’re still talking about if we should get a road and not when. But we Aleuts have learned to be patient.

“There is no one to speak up for our survival except us, so please choose either alternative two or three and let us move into the circle of Americans instead of feeling we are on the outside looking in. We need to know that our government really thinks our lives count. At the moment, all that is for sure is that if we would have waited for someone to ask us what we want, we would wait forever.

“People that have lived in this world want a life in this world, and maybe you do, too -- I don’t know -- but I’ve traveled extensively to where your experts live. It’s not hard to notice the difference between the two. And if you’re a swan or any other animal who wants a life in this world, you’re pretty happy with the real world we live in, and have always lived in, wildlife have nothing to fear from us. Stop and look at this world we live in, and have always lived in, the record where wildlife are concerned and you have to admit it’s pretty good and pretty simple: We take what we need to know our families and then we leave them alone. I have only lived in this part of the world, but I’ve traveled extensively where to your experts around.

POLLY WHEELER: Twenty-two. I think we have two twenty-twos.

ARNOLD NEWMAN: Hello. Good evening. My name is Arnold Newman, and I’m from King Cove. People that oppose this road, I want you guys to be in our shoes. We lost people in our home trying to get a boat from King Cove to Cold Bay. We’ve had weather -- winds 60 to 100 mile an hour. If you guys were in our shoes and seen the problem trying to dock a boat by the Cold Bay dock, it’s -- sometimes it’s impossible. We lose lives; we lose family members.

And people that oppose this road, I would like you to be in our shoes. If you lost a family member or a person from your town, you’d be for this road and that’s why we’re for this. So many people have lost their lives trying to get to Cold Bay to get a flight to Anchorage. And when you guys think this road is crazy, I think you guys are crazy because our families -- our people from our village, when you lose somebody, it’s -- the whole town hurts. And I would like you guys to be in our shoes. And if you were, you would be for this road. Thank you.

POLLY WHEELER: The other 22.

MARVIN MOSER: My name is Marvin Moser. I’ve been in Anchorage for 32 years. I’ve been to King Cove, and I was there in a situation that I was there for three days. And I’m in support of this road.

I want to say, when this road is built, if it saves one life, it’s worth any birds that are lost, any birds. If it’s a couple hundred, if it’s a couple thousand, it’s worth one life -- it’s worth those birds. If it’s a couple hundred, if it’s a couple thousand, it’s worth one life -- it’s worth those birds.
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1 And I'm curious about the folks that are here
2 against that road, if they live out in King Cove. I bet
3 you don't. It's the people that are against that road
4 that don't even live there. And I feel like the people
5 that live there ought to have the road to protect their
6 lives, to give them the kind of quality of life that we,
7 that live in Anchorage, have and we expect. We have
8 trails that the city builds so that people can walk and
9 hike. These people need a road so they can have the
10 same quality of life that we have in Anchorage.
11 And, also, I wanted to just say, the lady that
12 mentioned about the health and the birds, the wings, and
13 stuff like that, we have a situation where we have put
14 priority on the creature instead of the creative and
15 people that deserve life, you know, some of the same
16 people that don't care about other people's lives.
17 And I think about this situation where it was
18 in Cordova about four to six years ago, something like
19 that, there was four pilots -- four people on a plane
20 that lost their lives. And I wondered, if they would
21 have had a road, they could have dove out. Thank you.
22 POLLY WHEELER: Twenty-three.
23 AMBERLY WEISS: My name is Amberly Weiss. I'm
24 from King Cove. I am a member of the Agdaagux Tribe and
25 a King Cove Corporation shareholder. I was also a

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1 hovercraft captain for Aleutians East Borough.
2 I hear everyone talking about the 32 medevacs
3 that were completed. More than half of those were
4 completed in near perfect weather conditions. In other
5 words, those patients were lucky. The other half of
6 those medevacs -- sorry -- were completed in pretty
7 rough weather, weather bad enough to keep my crew and I
8 from returning home from medevacs for over a week, but
9 we were glad to do it to save a life.
10 One time it took us over four hours to get to
11 Cold Bay, which is usually a 20-minute ride. The
12 patient had severe trauma and is very lucky to be alive.
13 It was a very dark and very cold, very windy night.
14 But I don't hear anything about the medevacs
15 that we were not able to complete. Sorry, I can
16 testify to at least one during my appointment with the
17 Aleutians East Borough. We could not complete this
18 medevac due to extreme cold temperatures and winds in
19 excess of 70 miles per hour. It's the worst feeling in
20 the world to tell someone that, "Sorry, we can't help
21 you."
22 But the Fish and Wildlife Service and the
23 government has a choice. I pray to God they do not have
24 to say that, "Sorry, we can't help you." Put the lives
25 of the people in King Cove before the inconvenience of

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1 waterfowl. Make the choice to save a life. Thank you.
2 POLLY WHEELER: Twenty-four.
3 AARON CHRISTIANSEN: Hi. My name is Aaron
4 Christiansen, and I'm also from King Cove.
5 And for the people who are against the road,
6 Della Trumble here has been fighting for the road all
7 her life. But you guys don't know, her daughter had
8 crashed on a plane trying to get home. That was kind of
9 ironic.
10 And one of the other things I wanted to say
11 was that we've got these guys, you know, talking about
12 budgets and stuff and they're trying to build a road to
13 Knik that costs -- what? -- almost three quarters of a
14 billion dollars, a bridge, and all we want is a -- you
15 know -- what? -- $30 million more, if possible. And
16 they just want to cut the time in half. We want to save
17 people. That's all I want to say.
18 THE REPORTER: Can you state your name again?
19 AARON CHRISTIANSEN: Aaron Christiansen,
20 Christian with S-E-N.
21 LINDSEY HAJDUK: My name is Lindsey Hajduk.
22 My last name is H-a-j-d-u-k. And I work for the Sierra
23 Club here in Anchorage.
24 The Sierra Club is a grassroot environmental
25 organization with about 1500 members within Alaska. A

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1 core value of our membership is to protect America's
2 public lands and waters. In this case, the objective is
3 to protect the public land of the Izembek National
4 Wildlife Refuge, which is also designated as wilderness.
5 The land exchange, in order to build a road through the
6 refuge, sets a terrible precedent for lands in our
7 wilderness preservation systems throughout the country
8 and it violates the purpose and mission of the refuge.
9 Over numerous administrations, this unique
10 wilderness and invaluable habitat has been
11 deemed a benefit to the general public and to the
12 international community. The Sierra Club and our
13 members urge U.S. Fish and Wildlife Service to adopt the
14 no-action alternative in the Izembek land exchange. An
15 essential anchor of biodiversity and wilderness is in
16 the refuge system. The Izembek Refuge's conservation
17 benefits extend beyond its boundaries.
18 Road development and use will wreak
19 devastation on the federal wetlands, ecosystem, and
20 wilderness area, and likely set a practice that would
21 lead to the unraveling of conservation policies
22 affecting other refuges and land agencies.
23 America's great outdoors and the service's new
24 vision for the refuge system conserving the future were
25 built around the concept of greater public engagement
Weather conditions in the Alaska Peninsula are
impact caribou, bear, and birds.

Human disturbance and changes in hydrology and the
activities, they may not survive the journey south.

If these animals are unable to consume
sufficient calories for their long migration because of
avoidance or stress responses to road-related human
activities, they may not survive the journey south.

Human disturbance and changes in hydrology and the
impact of the road as a barrier will also negatively
impact caribou, bear, and birds.

Weather conditions in the Alaska Peninsula are
1 get a little bit of my comments here and just say
2 something about the precedent that's been set. We keep
3 hearing from folks that this will set a dangerous
4 precedent to environmental policy to cut a road through
5 King Cove in the Izembek National Wildlife Refuge. I'd
6 like to take vigorous exception to that. The reason
7 being is that that law, ANILCA, the law that set out
8 that wildlife refuge, is 32 years old. That area of the
9 world has been populated for 5,000 years.
10 The precedent that has been set by the Aleut
11 people and the people of King Cove and Bristol Bay is
12 respect for the land and respect for the people. And
13 the Alaska Primary Care Association stands with those
14 people in looking out for their health and the access of
15 all people within Alaska and America to get safe, easy,
16 full access to medical care. Thank you.

POLLY WHEELER: Thirty-one.
LISA WILSON: My name is Lisa Wilson,
W-i-l-s-o-n. And I have lived in King Cove since 1974.
My husband was born and raised there, as well as our
three children. And we support this necessary road to
Cold Bay. We also live in Cold Bay part of the year,
for the past nine years, so we've lived in both -- we
live there. We don't just go there to hunt and to play,
we live there and fish there. And that's where our
family is, and we support it fully.

POLLY WHEELER: Thirty-two.
SEAN MACK: Hi. My name is Sean Mack. I was
born in King Cove. I went to school at the University
of Washington, studied history and anthropology; got my
master's degree from Idaho State University, studied
anthropology and GIS.
One thing that I have learned in academia is
that you find a lot of these studies have kind of come
full circle, resorting back to just asking -- they call
it traditional ecological knowledge. They find that the
most reliable information comes from the people who have
lived there. And I find that that's true as well, which
is why at the beginning I was asking about whether the
study was done using the history of the previous roads
and how those impacted the birds.
And one of the reasons why I asked that is
because if you want to know how they impacted the birds,
all you've got to do is ask, you know. You can ask the
people of King Cove. You can ask the people who have
lived in Cold Bay and know the impact of the roads, that
know these animals.
I heard a lot of people talk about studying
these birds, what they know. And I'll tell you, I'd
gladly put your five years of experience up against

findings around the peninsula, it's closer to 8,000 to
10,000 years of experience that the Aleuts have out in
the region. So you might want to correct that slide.
That's all. Thank you.

POLLY WHEELER: Thirty-three.
JULES TILESTON: For the record, I'm Jules
Tileston. I'm an independent consultant, and I'm
working for King Cove Corporation -- the City of King
Cove. But I think you also need to know that for the
last 12 years I've lived with this particular project,
first, as the project EIS third-party contractor for the
Corps of Engineers that studied and authorized the
hovercraft operation; secondly, for the State when
funding was requested to complete the road for the
hovercraft in 2007 and 2008; and now with this project.
So I've got quite a history of working in EIS's,
particularly in this area.
Rather than talk about what I would prefer or
what I see, I'm going to address the process. There was
a major screw-up at the end of the process where
everyone had commented, all the cooperating agencies had
commented on the graph that we were given to review, and
then we were told by phone that the service had
unilaterally decided to increase impact judgments on
their own without distribution. And it was sometime
You talk about fish. The road doesn't go near peninsula and the Aleutians hundreds of times and, been looking at various situations up and down the way -- that we have to fly between Cold Bay to King Cove.

The impact on the wildlife, that's ridiculous. I've mentioned. I've heard eelgrass beds. There's 2,300 acres of eelgrass beds in that one piece that could be added to the refuge, surrounded completely by wilderness. Thank you.

Polly Wheeler: Thirty-four. Are you looking for me?

Orin Seybert: Yeah. Thank you.

I am Orin Seybert, O-r-i-n S-e-y-b-e-r-t. I'm the founder of PenAir, Peninsula Airways. I started it just me and one airplane in 1955. I moved out to Bristol Bay when I was 13 years old, grew up there hunting, fishing, trapping, to feed my family and then started flying down -- I think I made my first trip to Cold Bay in 1956. King Cove had no runway at all, and I didn't get my Grumman until 1963 when I started flying to King Cove and Akutan.

I'm asked once in a while, "Why would you support this road? It's going to take business away from you, your airline." And there's a much larger picture. We built our company by helping the people and working with them. And anything that's good for our customers, we support. And believe me, this road is absolutely necessary. And in the long run, we benefit -- we'd be glad to get rid of that link between -- that we have to fly between Cold Bay to King Cove.

Anyway, I support strongly alternative two. The impact on the wildlife, that's ridiculous. I've been looking at various situations up and down the peninsula and the Aleutians hundreds of times and, believe me, this little road would not have any impact.

You talk about fish. The road doesn't go near a salmon stream. You talk about -- I heard talk and
and it would fragment the ecological heart of the primary purposes of the Izembek National Wildlife Refuge. This road would be incompatible with the proposed exchange lands during my visits. Trumble, I have toured King Cove, flown through its Aleutians East Borough representatives and Della and sat through many meetings on the topic. Thanks to communities of King Cove and Cold Bay and have talked with many people over the years about the proposed road.

15 National Wildlife Refuge. I have visited both.

16 communities of King Cove and Cold Bay and have talked with many people over the years about the proposed road and sat through many meetings on the topic. Thanks to Aleutians East Borough representatives and Della.

20 Trumble, I have toured King Cove, flown through its airport, spent time on the refuge, and also flown over the proposed exchange lands during my visits.

23 This road would be incompatible with the primary purposes of the Izembek National Wildlife Refuge and it would fragment the ecological heart of the.

1 refuge. The proposed road would de-designate federally protected wilderness in order to build a road that Congress has already determined would be incompatible with the wildlife and habitat protection purposes for which Izembek was established.

6 The internationally significant wetlands complex through which the road would be built is a critically important habitat for hundreds of thousands of migrating birds that rely on the refuge's eelgrass beds to nest, rest, and feed and is vital to a number of marine mammals, including threatened species. Nearly all of the world's Pacific black brant and Emperor geese rely on Izembek's eelgrass for their survival.

14 The isthmus is a critical migration corridor for caribou and grizzly bears and is important tundra swan nesting habitat. The road would fragment the isthmus, an important winter habitat for caribou, which is already facing habitat challenges and declining numbers.

20 The majority of the exchanged lands being proposed do not provide habitat comparable to the lagoon's complex. They provide quantity, but not similar quality of the 43,000 acres proposed to be included as wilderness. Half of them are uplands with no waterfowl value and the other half contain no eelgrass beds and only limited value for the waterfowl species found in the lagoon's complex. There is no comparable habitat anywhere else in the Izembek Refuge or in the proposed exchange lands that would make up for the loss of the wilderness lands found in the isthmus between Izembek and Kinzarof Lagoons.

7 There will be impacts to subsistence. I know I'm running out of time.

9 We do not believe that the road will offer safe or reliable transportation. You know, hazardous conditions and winter, snow blowing, will be very difficult to maintain the road if opened. I appreciate the comments here tonight regarding life-threatening situations. I think the road will not -- the road will not actually be a panacea for King Cove and will potentially cost lives. We also are doing a cost-benefit analysis and will submit detailed comments.

18 POLLY WHEELER: Thank you.

19 That's all we have signed up to give public testimony tonight, but I would encourage -- I would like to thank everybody for being here and for offering their testimony. I'd like to thank everybody for being respectful of everybody offering the testimony.

24 I encourage people -- again, here's the public comment meetings that are going on next week. You have
1 until May 18th to submit any written comments. I really
2 encourage you to do that. There’s the e-mail address up
3 there and fax. And there’s also a -- you can do it the
4 old-fashioned way by mailing hard copies in. So I
5 really encourage people to do that.
6 And, again, thank you very, very much for your
7 time and thank you for being here -- I appreciate it --
8 on behalf of the Fish and Wildlife Service.
9 (Proceedings adjourned at 9:17 p.m.)

REPORTER’S CERTIFICATE

I, VALERIE MARTINEZ, RPR, and Notary Public in
and for the State of Alaska do hereby certify:

That the proceedings were taken before me at the
time and place herein set forth; that the proceedings
were reported stenographically by me and later
transcribed under my direction by computer
transcription; that the foregoing is a true record of
the proceedings taken at that time; and that I am not a
party to nor have I any interest in the outcome of the
action herein contained.

IN WITNESS WHEREOF, I have hereunto subscribed
my hand and affixed my seal this 17th day of May, 2012.

__________________________________________
VALERIE MARTINEZ,
Registered Professional Reporter
Notary Public for Alaska

My Commission Expires: June 22, 2014
| $ & 131 (2) & 14:23;49:8 | 2.4 (1) & 16:8 | 15:8;16:8 |
| $ & 14 (1) & 57:9 | 20 (6) & 30:6;47:21;24;59:9;17:64;22 | 38:1;43:17:80;19:81:10;10 |
| $ & 143 (1) & 81:14 | 20,000 (1) & 90:12 | 35:15 |
| $ & 15 (2) & 52:7;60:3 | 200 (1) & 55:10 | 32 (4) |
| $ & 1500 (1) & 76:25 | 2003 (3) & 16:15;19:17:21 | 35 (1) |
| $ & 16 (1) & 11:2 | 2007 (1) & 85:15 | 37 (1) |
| $ & 1600 (1) & 9:22 | 2008 (1) & 85:15 | 91:6 |
| $ & 17-mile (1) & 30:1 | 2009 (3) & 6:24;7:14:55:6 | 7th (1) |
| 19 (1) & 11:13 | 1901 (1) & 14:21 | 2012 (1) |
| 19.4 (1) & 15:3 | 1901 (1) & 30:10;59:14 | 2012 (2) |
| 1955 (1) & 87:2 | 2011 (2) & 14:5;31:1 | 2012 (5) |
| 1956 (1) & 87:6 | 206-mile (2) & 14:13;23:4,5;6;31:6 | 15:13 |
| 1960 (2) & 10:19;42:17 | 206-mile (2) & 8:11;13:9;8:21;55:8 | 14:21 |
| 1963 (1) & 87:7 | 206-acre (1) & 49:8 | 2010 (2) |
| 1964 (1) & 60:14 | 20-mile (2) & 30:13;32:21 | 2010 (2) |
| 1974 (1) & 82:19 | 20-minute (2) & 60:20;75:11 | 2011 (2) |
| 1976 (1) & 11:10 | 21 (2) & 16:4;70:1 | 2012 (5) |
| 1977 (1) & 37:17 | 21.6 (1) & 16:5 | 206 (5) |
| 1985 (1) & 38:5 | 21 (1) & 73:16 | 206 (5) |
| 1986 (1) & 11:13 | 227 (1) & 56:2 | 200 (1) |
| 1990s (1) & 91:13 | 227-acre (1) & 15:24 | 2003 (3) |
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