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

Taken May 7, 2012  
Commencing at 7:00 p.m.  
Volume I - Pages 1 - 71, inclusive

Taken in  
Sand Point, Alaska

Reported by: Valerie Martinez, RPR

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1                                   A-P-P-E-A-R-A-N-C-E-S  
2 For U.S. Fish and Wildlife Service:  
3                   Helen Clough  
4                   Stephanie Brady (telephonic)  
5  
6 For URS Corporation:  
7                   Joan Kluwe  
8  
9 Taken by:  
10                  Valerie Martinez, RPR  
11  
12  
13 BE IT KNOWN that the aforementioned proceedings were  
14 taken at the time and place duly noted on the title  
15 page, before Valerie Martinez, Registered Professional  
16 Reporter and Notary Public within and for the State of  
17 Alaska.  
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1                   P-R-O-C-E-E-D-I-N-G-S  
2           **HELEN CLOUGH:** Good evening. My name is Helen  
3 Clough. And I am the head of planning for the National  
4 Wildlife Refuges in Alaska, and I work out of the office  
5 in Anchorage. And I thank you all for coming.  
6           With me is Joan Kluwe, who is from URS  
7 Corporation, and she is the project leader for actually  
8 procuring the environmental impact statement. And then  
9 we have Valerie Martinez, who is with Midnight Sun Court  
10 Reporters, and who is our court reporter and who will be  
11 taking down everything we say.  
12           And then on the phone -- I'm not sure who  
13 we --  
14           **JOAN KLUWE:** We don't know who we have.  
15           **HELEN CLOUGH:** We don't know who we have.  
16 It's listen only, but it could be other members -- who  
17 it is, is other members of our cooperating group of  
18 people. I know the one person that I am sure is on  
19 there is Stephanie Brady, who is the project manager for  
20 this. And, unfortunately, she couldn't travel this week  
21 because her husband was out of town and she didn't have  
22 anybody to watch her son.  
23           And then the other people, like perhaps from  
24 the State or, you know, other people from -- I don't  
25 know if Tom will be calling in -- Tom Lewis. So it's

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1 other people that are cooperators. You can see the  
2 different entities. So that's who it would be. We set  
3 it up so they can only listen. They don't get to talk.  
4 They can hear us. But that way, for those who couldn't  
5 get out here, they're participating in this project. We  
6 set it up that way.  
7           Anyhow, what I'll do this evening is I've got  
8 this PowerPoint program. I'll run through it briefly.  
9 I'm not going to -- there's a lot of verbiage on a lot  
10 of these slides. You've all got a copy of it. And  
11 pretty much everything that's in that program, except  
12 maybe a little bit about the cooperators, is also in --  
13 and we have more copies of the summary or we have the  
14 compact discs of the whole document, which is about 1100  
15 pages long. We actually printed out a few copies for  
16 our own use. I know Della has a two-volume set.  
17           Because what we mostly want to do this evening  
18 is just be able to give you a little bit of background  
19 and then we want to hear from you. That's our purpose  
20 in being here. And because we're a pretty small group,  
21 I'm not going to set any time limits on how long people  
22 can talk. But I guess I would ask people to be brief  
23 and remind you that you can certainly submit written  
24 comment as well.  
25           I'm going to run through -- I'll sit down so

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1 I'm not in the way as I run through this PowerPoint  
2 program quickly. But as you can see from the list here,  
3 our cooperating agencies, you know, including the  
4 tribes; the borough; the city; the state; King Cove  
5 Corporation, of course, a key partner; and then we also  
6 have the Corps of Engineers and the Federal Highway  
7 Administration. So some of the regulatory agencies, as  
8 well as the project proponents, because the purpose of  
9 this project is a land exchange.  
10           Quickly I'm going to talk about the law, the  
11 roles of the cooperating agencies, what we're proposing  
12 to do, a little bit of background on the refuge, and I'm  
13 basically going to talk about the environmental impact  
14 statement, what's in it and then where the next steps in  
15 this process are.  
16           In 2009, Congress passed this big piece of  
17 legislation. You know, it's like a couple hundred pages  
18 long. So this Subtitle E is the part that's about this  
19 project. And it directed the Secretary of the Interior  
20 to analyze the proposal for a land exchange for the  
21 purposes of constructing a road. So it's not just a  
22 land exchange, but for the purpose of constructing a  
23 road between King Cove and Cold Bay.  
24           And it's drawn up so directly that we, the  
25 Fish and Wildlife Service, would put out an

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1 environmental impact statement. And once we do that,  
2 then it's actually the Secretary of the Interior --  
3 currently Ken Salazar -- that would make the  
4 determination. So he will make the final decision on  
5 the land exchange. And he has to determine that's in  
6 the public interest.

7       So a lot of what we're dealing with is  
8 process, it's regulations and stuff we have to follow,  
9 and then he has a broader set of things that he can  
10 consider, more than just -- our environmental impact  
11 statement will be one part of what Secretary Salazar  
12 considers when he makes his decision.

13       The cooperating agencies are -- you know, I  
14 showed you the list. We have written agreements that  
15 spell out everybody's role. And in terms of the  
16 environmental statement, it is the Fish and Wildlife  
17 Service that's ultimately responsible for that. And  
18 obviously we may or may not agree on -- we certainly  
19 have not agreed on everything along the way and we may  
20 or may not agree on everything as we continue forward,  
21 but we've worked closely together and I can't tell you  
22 how much I appreciate Della and Gary and the other  
23 cooperators and all the time and effort they've put into  
24 this project.

25       So of course the proposed action is this land

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1 exchange among King Cove Corporation, the State of  
2 Alaska, and the Fish and Wildlife Service, specifically  
3 Izembek Refuge, for constructing a road. And the  
4 legislation has a lot of specific things.

5       It will be a single-lane gravel road and that  
6 the road is primarily for public health and safety  
7 purposes and not for commercial purposes, other than  
8 sharing rides or shared transport. So basically  
9 transportation of people would be allowed, but  
10 transportation of goods, you know, by law, would not be  
11 allowed on the road as the legislation is currently,  
12 assuming it's approved.

13       The land exchange. We've got -- probably this  
14 big map up here is the best one. To give you an idea of  
15 these two -- we're looking at -- if it is approved, it  
16 would be one of these two road corridors.

17       You can see a lot of it is the same, about  
18 200 -- I like to round my numbers. So around 200 acres  
19 of National Wildlife Refuge and wilderness land would be  
20 exchanged for 40-some-thousand acres of State land up  
21 here. And the Native corporation lands within these  
22 green -- these are lands that are patented to King Cove  
23 Corporation as well as King Cove -- this orange  
24 outline -- would give up their rights -- selection  
25 rights to about 5,000 acres within the Izembek Refuge

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1 and wilderness. They would retain those rights, but  
2 they would have to select them from outside the refuge.

3       And then Sitkinak Island, there's about 1600  
4 acres that would be -- this is primarily State land  
5 already that would be exchanged from us to the State of  
6 Alaska. And these are not at the same scale. But the  
7 State is trading, you know, over 40,000 acres for  
8 approximately 1600, 1800 acres.

9       And the State would be the owner of the road  
10 corridor, as per the legislation. And you can see the  
11 acreage figures. So in terms of acres, I mean, there's  
12 vastly more land offered to the federal government than  
13 we'd be giving up. And normally if you do a land  
14 exchange, it's value for value. Well, in this case,  
15 clearly the value -- this not an equal value land  
16 exchange.

17       I'm going to just skip over that one  
18 because that was kind of a -- we had -- in case we  
19 couldn't have these paper maps where you could see them,  
20 we had it also electronic.

21       Some other things that the law requires, that  
22 there be a cable barrier or some other kind of barrier  
23 along the side of the road. The purpose being to keep  
24 vehicles and off-road vehicles from leaving the road;  
25 that we're supposed to minimize the environmental

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1 impacts of the road corridor; that we would have a --  
2 what they call a mitigation plan or ways to minimize  
3 those impacts. As part of this document, that would be  
4 enforceable if we have a land exchange; but we would  
5 transfer the absolute minimum of federal land needed  
6 for the road; and that we would incorporate existing  
7 roads to the maximum extent we can.

8       And then this last thing that -- the State  
9 lands within Kinzarof Lagoon would be designated as  
10 State Game Refuge. And for that to happen, the State  
11 legislature had to pass a law that would allow that to  
12 happen. And they in fact did that already. They also  
13 had to pass a State law to authorize a land exchange  
14 because it isn't equal, and so the Alaska State  
15 legislature did that back in August of 2010 -- right? --  
16 so over -- a little close to two years ago.

17       Just a little bit about Izembek Refuge, and  
18 obviously you guys probably know a lot more about it  
19 than I do. It was established originally in 1960 as  
20 Izembek Range. And then in 1980, ANILCA redesignated it  
21 and called it the refuge. Similar management; both  
22 managed by Fish and Wildlife Service. And ANILCA also  
23 established the Izembek Wilderness, and so they  
24 designated all that brighter green with -- area of the  
25 refuge is designated as wilderness.

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1 While Izembek Refuge is the smallest refuge in  
2 Alaska, it's one of the most ecologically diverse. Of  
3 course, again -- you know, while it's important for  
4 salmon, fur bears, wolves, foxes, bears, caribou, it's  
5 really about birds and migratory birds, you know,  
6 waterfowl, seabirds.

7 And there's a number of international  
8 recognitions for Izembek. It's part of the Aleutian  
9 Islands Biosphere Reserve, which is a United Nations  
10 designation. There's a treaty that was actually signed  
11 named Ramsar in the Middle East that set up this area of  
12 Wetland of International Importance, and it's one of  
13 those. It's one of the very few sites in the United  
14 States that are. And then it's also been acknowledged  
15 globally as an important bird area. So not only is  
16 Izembek Refuge important biologically in the United  
17 States, but many of the birds that come through here,  
18 you know, go all over the world.

19 And I won't argue with you about the date, but  
20 you guys know the Aleut people have been here for --  
21 since at least 3,000 B.C. and maybe before and continue  
22 to reside in the local areas. Obviously the Russian  
23 exploration and various things the Russians did  
24 definitely changed the lives of Aleut people forever,  
25 but you have persevered and you are still here on the

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1 land.

2 Why Izembek Refuge and of course why the Cold  
3 Bay Airport exists, because of World War II, and there's  
4 many remnants of World War II facilities around the  
5 refuge. And, in fact, the roads themselves that would  
6 be incorporated, the existing roads, I think probably  
7 all are from World War II.

8 Of course King Cove -- and we have our  
9 resident expert here -- have been advocating for this  
10 road for well over 25 years. And I was recently at a  
11 meeting in King Cove where people very eloquently spoke  
12 about, you know, their desire for the road and shared  
13 stories of health and safety issues, you know, things  
14 that have happened to them personally and why they want  
15 to have a road.

16 I don't think you can see our picture, but  
17 there was a picture that the community provided of a  
18 recent medical evacuation by the Coast Guard in some of  
19 our typical weather.

20 Again, why we're doing this. The purpose and  
21 need is one chapter of the environmental impact  
22 statement, but it's really important because it sets out  
23 why the project is being looked at. So, again, the  
24 road, health and safety. The things that have really  
25 come out from King Cove, again, health and safety;

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1 reliability; having access to Cold Bay, and specifically  
2 the airport; it's a quality-of-life issue; and obviously  
3 being able to drive, you know, would be more affordable,  
4 and especially being able to drive when you know the  
5 plane is coming rather than getting stuck because the  
6 plane can't get in and out of King Cove.

7 When we -- and I know Stephanie Brady was out  
8 here and others when we did the original scoping and we  
9 started the EIS process. And some of the issues that  
10 came from both meetings in the communities and also from  
11 about 40,000 people that commented at that time, their  
12 concerns about impacts on the soil, impacts on wetlands,  
13 fish, threatened endangered species, social concerns,  
14 the cost of the borough to operate, having the reliable  
15 transportation.

16 For many interest groups, that it's  
17 wilderness, because it is designated wilderness and it's  
18 uncommon -- it's not unheard of, but it's uncommon to  
19 undesignate wilderness or to take lands out of  
20 wilderness status. And for many of the national  
21 interest groups, that's a huge issue with them.

22 The EIS has five alternatives. The no-action  
23 alternative is this EIS is an interesting situation  
24 because at the time we started preparing the document,  
25 the borough was planning to operate the hovercraft again

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1 and that's what -- you know, seasonally and that's in  
2 fact what is written in this document. And about six  
3 weeks before we thought we were going to put the  
4 document out -- we had a couple month delay -- but  
5 before we thought we were, the borough notified us that  
6 they were not planning to operate the hovercraft  
7 anymore.

8 And so when you go through, this is a draft  
9 environmental impact statement. When we prepare the  
10 final impact statement, the no-action alternative will  
11 have changed and it will reflect, you know, our best  
12 understanding, as the borough communicates to us, of  
13 their plans at that time should the road not be  
14 approved.

15 There are two road alignments, as you can see,  
16 on that map. And then there's kind of a photo map right  
17 there on the wall, a more southern alignment along  
18 Kinzarof Lagoon and a more northern alignment. And  
19 there's -- you know, there's not vast differences. One  
20 is about two miles longer and one avoids a few more  
21 wetlands, but there's not a lot of wetlands impacted by  
22 either one for the length of the road.

23 The other two alternatives that are depicted  
24 on the other maps over there come from the 2003 EIS.  
25 One would be -- our alternative four would be the

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1 hovercraft operation six days a week, as was envisioned  
2 in the decision for that EIS that the Corps of Engineers  
3 did back when the hovercraft was first proposed and came  
4 into being.  
5 And then the final alternative that we're  
6 considering is having a ferry running from Lenard Harbor  
7 with improvement to the Cold Bay dock so it can actually  
8 land there. And, again, that was an alternative that  
9 was evaluated in 2005.  
10 So just to look at the current no-action  
11 alternatives I mentioned, it would be current modes of  
12 transportation. The borough has currently indicated in  
13 the most recent correspondence we've had with them that  
14 they were looking at -- if the road was not approved by  
15 the Secretary of the Interior, that they would be  
16 looking at trying to replace the hovercraft with some  
17 kind of a small -- you know, much smaller ferry that  
18 could use the same facility that the hovercraft was  
19 planned to use.  
20 Operating the hovercraft at the level that it  
21 was operating three days a week seasonally was costing  
22 the borough about \$1 million a year in subsidies, and  
23 another \$26 million is a figure of how long over the  
24 life cycle of that hovercraft.  
25 So I'm not sure what -- you know, as we get

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1 with the borough and try to get some more details on  
2 what other plans the borough might have -- you know, we  
3 will definitely recognize in the final document that  
4 this new proposed ferry does not in fact exist. But  
5 we're required by law to have a no-action alternative,  
6 which isn't like just not doing anything, but it's  
7 projecting out the current situation into the future so  
8 you can compare the other alternatives.  
9 Alternative two with the southern road  
10 alignment. There's a lot of numbers here, but basically  
11 200 acres going out of the refuge, you know, almost  
12 53,000 coming in. The State lands, that northern block  
13 there, those would actually all become wilderness.  
14 That's about 44,000 acres. The road would be about 19  
15 and a half miles long, of which 12 and a half miles  
16 would be new construction. And then that's, again, the  
17 map that's on the wall there.  
18 Alternative three is very similar. The  
19 road -- there's a few more acres involved because the  
20 road is about two miles longer, but it's not a lot of  
21 difference. A little more expensive because it's a  
22 little bit longer. And, again, the same map there.  
23 The hovercraft alternative, again, from the  
24 2003 EIS. That is estimated to require, if that were  
25 operating, at a \$2 million subsidy. And, again, the

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1 borough has indicated to us that they were not planning  
2 to do that, so somebody unknown at this time would  
3 operate it. And, again, where it would come from, the  
4 new hovercraft terminal -- which I'm pointing at my  
5 computer screen -- but the new hovercraft terminal over  
6 to Cross Wind Cove and Cold Bay.  
7 And then the ferry, again, six days a week.  
8 And that's estimated to cost even more to operate. And,  
9 again, running from Lenard Harbor.  
10 So part of what we have to look at in  
11 environmental impact statements is what we call  
12 mitigation, which is just ways to lessen kind of the  
13 environmental impacts we see. And some of these --  
14 Joan, correct me if I'm wrong -- but a lot of these were  
15 taken from things that actually came out from the  
16 original 2003 EIS.  
17 But things that we would be doing -- you know,  
18 looking at, everything from -- you know, obviously any  
19 construction project, waste control, erosion and  
20 sediment, make sure that petroleum products were handled  
21 properly; a concern that was raised, you know, about  
22 acid rock, the actual rock that would be used in  
23 construction of the road, not creating problems.  
24 Obviously the biological environment is very important  
25 to the refuge, being able to protect the fisheries and

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1 wildlife.  
2 Any time you open up an area to access that  
3 hasn't had -- especially vehicular access and easier  
4 access, always has concerns about -- especially in the  
5 time of -- you know, when our climate seems to be  
6 changing. I'm not sure what it's doing out here with  
7 all that winter, and such a hard winter. But, you know,  
8 invasive plant species that could come in or animals,  
9 would be some of the things that people have talked  
10 about.  
11 You know, the law puts restrictions on what  
12 the road can be used for. One of the concerns and one  
13 of the effects that we've certainly seen -- and why  
14 Congress put that requirement to have some kind of  
15 barricade along the road -- is impacts can emanate off  
16 it, you know, if people left the road in off-road  
17 vehicles or other vehicles. So that was one of the  
18 mitigation measures that Congress requires. And we know  
19 there's a lot of issues with putting a barricade along  
20 the road. And it does give a good out -- if we can  
21 figure out some other way to achieve the same end.  
22 Obviously, we're required to avoid and, if not  
23 avoid, mitigate the loss of wetlands. And then, you  
24 know, restoring things, especially -- disturb a larger  
25 area during construction.

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1 Some of the things about the social  
2 environment; a concern about cultural resources, you  
3 know, different ways of operating, obviously the road  
4 providing access for health and safety. One of the  
5 things the law even mentioned was limiting construction  
6 grids during subsistence harvest, if that were an issue.  
7 And potentially in the future, if opening up access  
8 provided a lot more harvests, there's a possibility of  
9 having to change hunting regulations or something down  
10 the road. So those are just some of the kinds of  
11 measures that, you know, have been discussed.  
12 One of the big things in environmental impact  
13 statements -- kind of the legal thing behind it -- is  
14 that the decision-makers can make an informed decision.  
15 It doesn't mean that we can't impact the environment.  
16 Just anything we do impacts the environment. Sometimes  
17 it's good; sometimes it's not good. But to make  
18 informed decisions. So one of the big things in  
19 there -- and the table and the summary kind of list the  
20 summary of different kinds of impacts of the various  
21 alternatives.  
22 So in alternative one, the main impact of that  
23 was the fiscal effect on the borough. It was one of the  
24 most significant impacts. And, again, we have to update  
25 that on the next one.

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1 If you look at the road alternatives, major  
2 beneficial impacts to public health and safety, it  
3 includes transportation, increased opportunities for  
4 residents to get to the airport for medical services or  
5 whatever else they want. Some of the adverse effects,  
6 potentially to public use. We think of the people that  
7 come expecting a wilderness experience, having a road in  
8 the area would not be the same; a potential for impacts  
9 to cultural resources, both historic sites and of Native  
10 occupation and some of the World War II sites; concern  
11 that there could be impacts to fish; the fragmentation  
12 of the wilderness having a piece carved out of the  
13 middle.  
14 But there's also beneficial effects of having  
15 a lot more land being designated wilderness. Concerns  
16 about adverse effects on tundra swans, brant, Emperor  
17 geese, some other birds.  
18 Caribou, I have to be honest, we don't really  
19 know. There's studies that show, when it comes to  
20 roads, some caribou will never cross a road and other  
21 caribou don't care in the least. And so that's one  
22 that, you know, we've looked at the data throughout the  
23 state -- and obviously caribou has been studied a lot in  
24 relation to other development projects in Alaska. And  
25 it would be something that, if the road goes through,

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1 we'll have to see what happens.  
2 **UNIDENTIFIED SPEAKER:** They're all over Cold  
3 Bay on the road.  
4 **HELEN CLOUGH:** Well, yeah, I mean, we've  
5 certainly seen them.  
6 Again, some of the cost numbers are just  
7 compared. I'm not going to run through all this. If  
8 you have questions, feel free to ask. Joan and I can  
9 answer them. But we really are here -- we want to hear  
10 from you, so I'm just -- operating the hovercraft more  
11 would obviously cost more, but wouldn't require new  
12 construction and new facilities.  
13 And all this EIS assumes that the existing  
14 road project and hovercraft terminal is complete, which  
15 is supposed to happen this summer. Right? And I  
16 think -- in fact, we were talking at dinner with Gary  
17 about that.  
18 And, again, what the ferry alternative would  
19 look like.  
20 So where we are right now in the comment  
21 period, this is our second public meeting. In Anchorage  
22 last week we had about 65 people attend. About half of  
23 those testified, I believe.  
24 **JOAN KLUWE:** I think there were 69 and 37  
25 testified.

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1 **HELEN CLOUGH:** And then we're here tonight.  
2 Hopefully we'll be in -- there will be a meeting in Cold  
3 Bay tomorrow. Hopefully we'll be there. Otherwise,  
4 we'll do the magic of technology. You can see other  
5 meetings we have planned for this week.  
6 You have other ways to comment. You know, you  
7 can mail us a letter, send an e-mail, you can fax. And  
8 all the addresses are there.  
9 And what comes next. The comment period ends  
10 the 18th, next Friday. And we're starting to get a lot  
11 of comments -- Joan, do you have any idea of how many  
12 comments we've gotten?  
13 **JOAN KLUWE:** The last that I looked so far in  
14 the database -- and more are coming in every day. But  
15 the last I looked, there was a little over 200 comments  
16 in the database so far.  
17 **HELEN CLOUGH:** But typically they all come in  
18 at the end. And we're starting to see some of these  
19 letter-writing campaigns and e-mail campaigns that  
20 different interest groups put together. So we  
21 anticipate -- we got about 40,000 comments when we  
22 scoped this, and so we would anticipate, I'm just  
23 guessing, about twice as many comments.  
24 So depending on how many comments we get --  
25 how long it takes Joan's firm to analyze them -- they

1 will, you know, summarize the comments. These form  
2 letters, you know, you see they all say the same thing.  
3 You just count how many of them you had. But probably  
4 sometime in mid July we should have a report together.  
5 And then the cooperators, you know, we'll  
6 begin looking at those. When people make, what they  
7 call, a substantive comment, like they say -- and I know  
8 the project proponents are questioning some of our  
9 analysis, especially data on tundra swan. And so when  
10 that comes in with a report, you know, we'll really have  
11 to look at that and, you know, respond, Oh, yeah, what  
12 you pointed out, we agree with you, and make our changes  
13 in our document or, no, we don't agree for these  
14 reasons.

15 So any time people give us those kinds of  
16 comments, we actually have to prepare a response,  
17 because we're changing something in the EIS and/or  
18 responding back to whomever made that comment, letting  
19 them know what we did with it. The opinion comment, you  
20 summarize and tabulate, but we don't have to give a  
21 response to.

22 So depending on how many and how detailed the  
23 substantive comments are, how much time they take up to  
24 work through those, we're anticipating right now that  
25 we'll spend most of the summer preparing the final

1 decision, whatever that decision is.  
2 **UNIDENTIFIED SPEAKER:** Or President --  
3 **HELEN CLOUGH:** Pardon?  
4 **UNIDENTIFIED SPEAKER:** Or President Romney's  
5 secretary.

6 **HELEN CLOUGH:** Or -- yeah. Whomever the  
7 next -- but we anticipate that the Secretary's decision  
8 will follow shortly, so that it's -- assuming Secretary  
9 Salazar stays till -- whatever happens at the election,  
10 it will probably be his decision.

11 **UNIDENTIFIED SPEAKER:** Can I go back through  
12 one more time? At the end of this process, staff will  
13 make a recommendation to your boss on the preferred  
14 alternative and then your boss will weight that with  
15 other --

16 **HELEN CLOUGH:** Well, we'll provide information  
17 to our boss --

18 **UNIDENTIFIED SPEAKER:** Right.

19 **HELEN CLOUGH:** -- at the -- at the end of the  
20 comment period, we'll say, "These are the comments we've  
21 received," and then he will make a decision, Geoff  
22 Haskett, the regional director.

23 **UNIDENTIFIED SPEAKER:** And then he'll pass it  
24 on to --

25 **HELEN CLOUGH:** He'll make a decision on both

1 environmental impact statement and that we'll issue it,  
2 I would say, in late October. I think that's probably a  
3 reasonable time frame.

4 And then after we issue the final  
5 environmental impact statement, which -- you know, this  
6 draft environmental impact statement has these five  
7 alternatives. It does not indicate a preferred one. By  
8 regulation, we're supposed to have a preferred  
9 alternative in the final environmental impact statement.

10 Then there's 30 days that we have to wait,  
11 Fish and Wildlife Service, and then our regional  
12 director can make a decision. And we anticipate -- it  
13 may take a little longer than that -- but in December  
14 he'll make a decision.

15 And then shortly thereafter -- and I do not  
16 have a time frame. This is not a process that we have  
17 ever done, the part with the Secretary. But once the  
18 Fish and Wildlife Service makes its decision on this  
19 environmental impact statement, then Secretary Salazar  
20 would take that information, along with anything else he  
21 wants to consider -- and we know he'll be getting advice  
22 from like the Bureau of Indian Affairs and obviously the  
23 King Cove folks met with his staff and I'm sure they'll  
24 be following up again -- and all the other things that  
25 he may choose to consider and then he'll make his final

1 the preferred alternative and the environmental impact  
2 statement. And then Secretary Salazar will take that  
3 environmental impact statement and anything else he  
4 wants to consider -- because he has to find the road in  
5 the public's interest.

6 So, I mean, he can consider his trust  
7 responsibility to, you know, Alaska Natives; he can  
8 consider, you know, the economics; concerns of the  
9 community. There's a lot of things he can consider  
10 beyond the environmental impact statement. So then  
11 Secretary Salazar -- whomever the Secretary of the  
12 Interior is when the decision -- that's the person who  
13 will make the final decision.

14 **UNIDENTIFIED SPEAKER:** But this final EIS --

15 **HELEN CLOUGH:** Is one part of it.

16 **UNIDENTIFIED SPEAKER:** -- will it have a  
17 recommendation to the --

18 **HELEN CLOUGH:** Yes. It will recommend that  
19 Fish and Wildlife Service --

20 **UNIDENTIFIED SPEAKER:** -- will recommend --

21 **HELEN CLOUGH:** -- you know, Mr. or  
22 Mrs. Secretary, this is what Fish and Wildlife thinks  
23 you should do. But he's under no obligation --

24 **UNIDENTIFIED SPEAKER:** I understand. He has  
25 the final say.

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1       **HELEN CLOUGH:** He has the final say. And he  
2 could do what we want or he may not do what we want.  
3 And I don't know what we want at this point, so . . .  
4       **DELLA TRUMBLE:** The last time we had this  
5 discussion, then, there was no preferred alternative at  
6 this point.  
7       **HELEN CLOUGH:** Yeah.  
8       **DELLA TRUMBLE:** Is that still a possibility at  
9 the end of this process?  
10       **JOAN KLUWE:** It's required in the final.  
11       **HELEN CLOUGH:** The only agency that -- yeah,  
12 it's required, so it would be very unlikely.  
13       **UNIDENTIFIED SPEAKER:** What you're saying is  
14 no decision?  
15       **DELLA TRUMBLE:** Exactly.  
16       **UNIDENTIFIED SPEAKER:** Pass it on to the  
17 Secretary that --  
18       **HELEN CLOUGH:** No. I mean, we have to  
19 complete the process because the law tells us we have to  
20 complete the process. So the Fish and Wildlife Service  
21 has to come up with something. And of course being that  
22 Fish and Wildlife Service is part of the Department of  
23 the Interior, I'm sure that as a decision is made there  
24 will be discussions with, you know --  
25       **DELLA TRUMBLE:** I have one more question,

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1 Stephanie, I guess -- and it never really dawned on me  
2 until sitting back and listening to this -- and that has  
3 to do with the mitigation. And if you look at the list  
4 of mitigations, technically there's nothing on that list  
5 that cannot be mitigated. As part of this process, is  
6 there a possibility that some of that potential  
7 mitigation to looking at some of the items on the list  
8 can actually be developed? Is it a possibility?  
9       **HELEN CLOUGH:** Oh, absolutely. And, I guess,  
10 just to say, the next steps, if the Secretary finds this  
11 in the public interest, then we would -- Fish and  
12 Wildlife Service, the State, and King Cove  
13 Corporation -- especially the State and Fish and  
14 Wildlife -- would work on the actual details of a land  
15 exchange agreement for that -- you know, what are the  
16 lands to be involved. And then part of that is supposed  
17 to be an enforceable mitigation plan, so what are the  
18 details in that land that would go to the State; what  
19 restrictions come with, in essence, the deed; what  
20 things would they have to commit to do in terms of the  
21 road.  
22       So, I mean, that would be some of the next --  
23 you know, assuming if it is approved and then it  
24 actually goes through the process and of course then  
25 there would be all the other things associated with

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1 actually doing the land exchange document so that the  
2 State land and the corporation land would come to us and  
3 the road corridor would go to the State.  
4       It's a long, convoluted process. If it's  
5 approved, there's still several steps to go. But, yeah,  
6 the final EIS, I think, will have more final mitigation.  
7 But if the land exchange is approved, then there would  
8 be this mitigation plan that, again, the legislation  
9 requires us to develop. And obviously that's not  
10 something that's in the document.  
11       **UNIDENTIFIED SPEAKER:** So the final  
12 recommendation will be coming from your group -- is that  
13 what you're saying -- after the analysis of --  
14       **HELEN CLOUGH:** Well, there will be one from  
15 us. There will obviously be recommendations to  
16 Secretary Salazar from --  
17       **UNIDENTIFIED SPEAKER:** Different groups.  
18       **HELEN CLOUGH:** -- other interests.  
19       **UNIDENTIFIED SPEAKER:** Okay. I see.  
20       **HELEN CLOUGH:** And certainly from the  
21 project's proponents, but I'm sure from other -- other  
22 people will try and get to him as well. Some of the  
23 environmental organizations have been very vocal in  
24 their opposition. And I think -- you know, Della and  
25 Gary and Joan were at the Anchorage meeting.

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1 Unfortunately I was in an airplane. But I know that the  
2 points of view were pretty polarized. It wasn't -- I  
3 don't know that there is much middle ground between many  
4 of the interest groups.  
5       **DELLA TRUMBLE:** And I think that's always been  
6 unfortunate and it's really saddening. I look at  
7 environmental -- and I believe in protecting the  
8 wildlife and the fishes as much as anybody else in the  
9 room and everybody here knows it's what we depend on to  
10 survive, whether it's subsistence or commercial.  
11       But for them to take something to the extreme  
12 that they do and saying what they do when they have no  
13 clue what it's like living out here -- they really  
14 don't. And, you know, look at your mitigation measures  
15 and the concern about wetlands and the loss of wetlands,  
16 but right on the other side of it, which is the social  
17 environment, there's nothing being said about the loss  
18 of lives.  
19       **JOAN KLUWE:** The health and safety line,  
20 Della, is intended to capture that. I'm sorry if it's  
21 not accurately reflected, but that's what that  
22 mitigation measure is intended to capture.  
23       **UNIDENTIFIED SPEAKER:** One other thing on the  
24 comment period. I appreciate you guys coming out to the  
25 region. I think that's great. How much weight -- you

1 know, you're going to start getting e-mails from, you  
 2 know, Audubon and wild -- you know, friends of whoever.  
 3 How much weight -- because they can push a button and  
 4 generate 10,000 no's. How much weight does that carry  
 5 versus the 80 or 200 you get from this region?  
 6 **HELEN CLOUGH:** It's definitely not a counting  
 7 game. A couple of things happen in public involvement.  
 8 Number one, the people that perceive that their interest  
 9 is being -- you know, we're doing something they don't  
 10 like, are the ones that comment. So it's not like doing  
 11 a survey where you might get, you know, a more accurate  
 12 reflection of public opinion. You always hear from the  
 13 people that don't like what you're doing a lot more than  
 14 some of the people that do like what you're doing. And  
 15 that's just typical.  
 16 And when you get those massive piles of form  
 17 letters, it's basically still just one comment. And,  
 18 yeah, we let the boss know that 40,000 people said this,  
 19 but the best idea can come from one person. And  
 20 obviously the people that make -- especially about our  
 21 environmental impact statement. The more you can --  
 22 **CONFERENCE PHONE:** Please have your pass code  
 23 and conference leader's name available. A coordinator  
 24 will assist you momentarily.  
 25 **HELEN CLOUGH:** I wonder if nobody --

1 comments and they don't know how many people gave them,  
 2 but they never let me do that. They do want to know.  
 3 But they don't put more weight just because a  
 4 whole bunch of people. It really is what the comment,  
 5 what the substance is. And, you know, in general, I  
 6 think a great deal of weight is given to the people most  
 7 directly that's affected by whatever our decision is.  
 8 But it is a National Wildlife Refuge so they have to --  
 9 you know, we have to consider -- because it belongs to  
 10 all Americans, we have to consider it. But definitely  
 11 just because we get a whole bunch of comments from these  
 12 form-letter campaigns --  
 13 **DELLA TRUMBLE:** You know, Stephanie, I've  
 14 asked this question probably almost every time we have a  
 15 hearing and to anybody we go to see in D.C., the very  
 16 same question you just asked, and I have a concern with  
 17 it. When you look at the Unimak caribou issue in the  
 18 EIS, you had 40,000 environmentally assigned cards.  
 19 There was no weight, I don't think, given to the local  
 20 people. That was totally -- you know, it was one-sided.  
 21 I don't feel -- I know my comfort level with this  
 22 process is -- you know, I have to be honest with you --  
 23 not very strong.  
 24 **HELEN CLOUGH:** I would ask you, Della, to make  
 25 sure you repeat that comment, because that's the kind of

1 **JOAN KLUWE:** This didn't happen in Anchorage.  
 2 No, I know folks are one. Stephanie has sent a couple  
 3 texts. One, she said she was having a hard time hearing  
 4 Della.  
 5 **HELEN CLOUGH:** Yeah, when we talk, I'll --  
 6 **JOAN KLUWE:** And then the other one, she said  
 7 that she looked in the database and there's been about  
 8 1500 comments.  
 9 **THE OPEPRATOR:** Hi, this is the operator.  
 10 I've just pulled your line out from conference. Did you  
 11 need assistance?  
 12 **JOAN KLUWE:** No. We're not sure what  
 13 happened.  
 14 **THE OPEPRATOR:** Oh, I heard -- our system  
 15 picked up a star zero. I'm sorry. Let me join you  
 16 right back.  
 17 **JOAN KLUWE:** Okay. Thanks so much.  
 18 **UNIDENTIFIED SPEAKER:** Star zero?  
 19 **HELEN CLOUGH:** That's what you punch in if  
 20 you're having trouble. So somebody on the other end.  
 21 It wasn't us.  
 22 Anyway, to get back to your question, you  
 23 know, it depends on the decision-maker. But, you know,  
 24 we tell them -- you know, they always want to know how  
 25 many people. I mean, I would just rather give them the

1 thing we can respond to. That is a substantive comment,  
 2 so -- and obviously we'll get that into the record.  
 3 Are there any other questions before I move  
 4 into --  
 5 **UNIDENTIFIED SPEAKER:** Yeah, I have one other.  
 6 I was listening to your presentation and your whole  
 7 presentation, the least focus was on the loss of life.  
 8 That's the thing I didn't hear in your whole  
 9 presentation. There wasn't one part of it -- I mean,  
 10 there was one comment made, but everything else that you  
 11 made was not centered around the purpose of the road.  
 12 The purpose of the road is to lessen the loss of life, I  
 13 think. That's the most important thing. That's the  
 14 focus of it.  
 15 **HELEN CLOUGH:** I appreciate that comment. And  
 16 one of the things that would be helpful for us, because  
 17 I know Joan -- we've had some trouble getting really  
 18 good information. And I realize it's very personal,  
 19 very sensitive to people. You know, we are aware of the  
 20 aircraft accidents and the loss of life in those. But  
 21 if there are other information on loss of life while  
 22 people are waiting for evacuations -- and we realize,  
 23 you know, sometimes you don't know. But that would be  
 24 very important information to help inform the  
 25 decision-maker, to provide to us -- and Joan could

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1 probably talk to Della and Gary about some of the health  
2 providers that she's tried to get information from.  
3 **DELLA TRUMBLE:** We're working on the  
4 statistics that have some of that.  
5 **HELEN CLOUGH:** Because that would be very  
6 useful for the decision-maker and as part of our  
7 analysis because that's -- other than the aircraft  
8 accident, I don't think we have really good information  
9 on that at all.  
10 **JOAN KLUWE:** When URS has called the Eastern  
11 Aleutian Tribe, we've received very limited responses.  
12 **DELLA TRUMBLE:** E-mail me what you're looking  
13 for and I'll get right on it.  
14 **UNIDENTIFIED SPEAKER:** And in addition to the  
15 loss of life, I mean, there's instances, I'm assuming,  
16 where you just have a decrease in the quality of life  
17 because somebody can't get out and get the timely  
18 medical care.  
19 **HELEN CLOUGH:** And that, I think, we  
20 definitely heard. And, again, if you think that's not  
21 characterized well in the document -- and I know many of  
22 you are not going to have the time to read in detail,  
23 but I'm sure Della and Gary and others have, but if you  
24 don't think that's adequately characterized, please let  
25 us know.

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1 So I guess I'd like -- if there's no other  
2 questions, I'd really like to move into hearing from  
3 you. And then if you please state your name for the  
4 record so that people on the phone know who's talking  
5 and also so that our court reporter can have it  
6 accurately, that would be great.  
7 I don't know that we had people sign up, so I  
8 guess I'll just say, raise your hand and I'll call on  
9 you in no particular order. You know, I'd love to hear  
10 from you.  
11 **MARTIN GUNDERSON:** I'm with the City of Sand  
12 Point, the mayor.  
13 **HELEN CLOUGH:** Would you mind sitting a little  
14 closer to the phone so that --  
15 **MARTIN GUNDERSON:** Mayor Gunderson with the  
16 City of Sand Point. I have a brief testimony concerning  
17 this project. For number one, we're fortunate to be  
18 where we're at here. Geographically, we have the  
19 aircraft and the ability to take and, you know, have  
20 people medevaced and moved out of here. So I think what  
21 I'm trying to say is that we're -- where our town is at.  
22 I've been a pilot for most of my life out  
23 here. I've flown into King Cove, reluctantly sometimes.  
24 Airport -- the alternate airport was always Cold Bay,  
25 Nelson Lagoon, Sand Point. Most of the weather that we

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1 have out here does impact the King Cove airport. It's a  
2 very tricky airport to get into, as you've heard in the  
3 past and have records of the accidents that have  
4 happened, loss of life.  
5 I've lived in this community most of my life;  
6 in the region, for a long period of time. And if I look  
7 at it from the water side, also Cold Bay is a very hard  
8 place to get into during a heavy storm. I've tried to  
9 tie up by the docks. It's impossible.  
10 So, you know, looking at just your statement  
11 earlier about all of the reasons -- I'm not going to say  
12 why it shouldn't happen. The loss of life, I think, is  
13 probably the top priority. And I think for people that  
14 live in this region, like Tiffany said, it's the quality  
15 of life.  
16 The inability to have an access road to an  
17 airport that's going to accommodate this is -- for me is  
18 unheard of. I think it's a relatively easy process.  
19 I'm looking at your statements and you have restrictions  
20 as far as what the road could be used for. I think that  
21 probably says a lot about the control that you guys have  
22 on the access of the road and on the use of the road.  
23 I think as far as costs, it's extremely  
24 expensive for the borough and for the cities that  
25 participate in the borough to address the cost of the

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1 present system that they have. And I think that in the  
2 future once the road is in place, if it happens, I think  
3 that is probably one issue that can be addressed.  
4 We're building roads here as we speak, and  
5 they do a pretty good job. I think that's a process  
6 that in rural Alaska -- any place in rural Alaska where  
7 you have a road system out there, that they can maintain  
8 them. You know, it's a one-lane highway. And I think  
9 it's probably not an easy fix, it's complicated, but I  
10 think with the right group of people, with the State,  
11 with the feds, and the corporations and the communities,  
12 I think the project should move forward.  
13 **HELEN CLOUGH:** Thank you very much.  
14 **GARY HENNIGH:** My name is Gary Hennigh,  
15 H-e-n-n-i-g-h, city administrator of King Cove for a  
16 long time, as in 23 years.  
17 This will come as no surprise to Helen, but  
18 we're on record as finding the current draft EIS very  
19 inadequate. We've learned a lot of things. We've  
20 learned to whine about that isn't going to help it, so  
21 we are spending a lot of money, the city, the borough,  
22 the tribes, the King Cove Corporation, to help the  
23 federal government to make the draft EIS into the final  
24 that it needs to be so that Secretary Salazar can have  
25 the document that he needs to make the decision that we

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1 believe needs to be made.  
2 We like Geoff Haskett. He's the regional  
3 director. We like Helen. We like everybody. But the  
4 truth is that when we heard about cooperating agencies,  
5 we were very upset because two weeks, three weeks,  
6 before the draft EIS came out, the federal government,  
7 the U.S. Fish and Wildlife Service, sort of forgot that  
8 "cooperating" means at least tell the cooperating  
9 agencies what you're doing, why a range of impact  
10 evaluations changed from minor and negligible to major.  
11 And I think we can all sort of see that we  
12 still have a lot of people that don't like what we're up  
13 to here, and we've got at least a hundred-page memo  
14 already prepared. We have hired special consultants  
15 to -- what we would say is help educate those who  
16 believe what the service believes about the impacts on  
17 tundra swans, Steller's eiders, black brant. There's  
18 just a lot of issues that we do not agree with.  
19 In the end, we don't think that technically at  
20 Geoff Haskett's level -- again, Geoff is a nice guy --  
21 that we're going to get the decision that we want. And  
22 Geoff has heard this. Helen has heard us mention this  
23 to the people back in D.C. Secretary Salazar has  
24 already heard it indirectly. We are depending upon  
25 Secretary Salazar, probably in the political world, to

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1 look out foremost for the people that he has a trust  
2 responsibility that the Congress gave the Secretary of  
3 the Interior 100 years ago and that Native people need  
4 to be heard.  
5 You all know that we believe that, how come  
6 the federal didn't listen, didn't even ask King Cove in  
7 the '70s about creating a refuge. When Jimmy Carter did  
8 ANILCA in the 1980s, nobody asked King Cove, what do you  
9 think about this. And we finally put two and two  
10 together that said, somebody -- maybe inadvertently, but  
11 it happened -- did not have enough respect for the  
12 Aleuts of King Cove to care about the impact on their  
13 life because of wilderness, finding out after the fact  
14 that we can't build a road and what that has meant to  
15 the people of King Cove for the last 20, 25 years.  
16 We've got a lot of time, a lot of energy, a  
17 lot of money in this, and we're not going to let a bad  
18 EIS process derail it. We are going to pull every card  
19 that we have. I think we know that the politics of the  
20 issue at the highest level is where this decision is  
21 going to get made. That's the point that we're playing  
22 for. In the meantime, though, we're going to try and  
23 work with the service to make the final EIS as factually  
24 correct and as accurate as we believe the situation  
25 needs to be. Thank you.

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1 **HELEN CLOUGH:** Thank you, Gary.  
2 **STANLEY MACK:** My turn.  
3 **HELEN CLOUGH:** Yes.  
4 **STANLEY MACK:** I'm Stanley Mack, mayor of the  
5 Aleutians East Borough. I had a written testimony in  
6 Anchorage. And I thank you for coming to Sand Point  
7 where I can testify in person. I will be accompanying  
8 you folks to the other sites throughout the borough.  
9 I was born and raised in King Cove, moved to  
10 Sand Point in 1962, moved back to Cold Bay for a short  
11 period of time in the '60s, and then went back in the  
12 '80s for 15 years; participated in all kinds of  
13 activities in the Izembek area, including fishing;  
14 watched the activity in the area and the effect it had  
15 on the wildlife and the fish. So I can say with  
16 experience that a road corridor through the isthmus of  
17 the Izembek Wildlife Refuge will not have an impact, an  
18 adverse impact, on the fish nor the wildlife.  
19 In your statement, PowerPoint, you identified  
20 the major impact on the black brant, the Steller's  
21 eider, and the Emperor goose were three. Those  
22 particular birds, to me, are shorebirds. I've watched  
23 the migration, particularly the migration of the black  
24 brant, as they migrate from the Yukon Delta area to the  
25 Izembek area.

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1 Every fall you can nearly set your watch by  
2 their activity. They never fly over the land. I fish  
3 up in the Port Moller area and watch the migration of  
4 these birds every fall coming down south, and they fly  
5 the coastline. Never once over land. They hit a place  
6 called Bear River, which used to be an Aleut village,  
7 and they veer to the south and come directly to Izembek  
8 Bay. Never once over land.  
9 All the years I've spent in Cold Bay hunting  
10 and fishing, I've never once seen a flock of black brant  
11 nor Emperor geese right over the isthmus as described in  
12 the PowerPoint. Steller's eiders, they molt in the  
13 Izembek Lagoon. I've never ever seen them fly over that  
14 isthmus in all my life out there. They, too, are a  
15 shorebird. They fly the coast.  
16 I've watched the birds coming in from Cold Bay  
17 to Kinzarof Lagoon just in little spurts. They don't  
18 fly on the isthmus. They fly in from the south into  
19 Kinzarof Lagoon; therefore, I take exception to the  
20 PowerPoint that was displayed.  
21 And I look at the wildlife segment of your  
22 PowerPoint where the brown bear and the caribou have  
23 been identified as this road is going have a major  
24 impact on them. At first, during the scoping meetings,  
25 the term "migratory animals" was identified.

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1 Thankfully, that term was taken out of the scoping  
2 meetings -- in the impact statement to now -- it is not  
3 there.  
4 But the measured impact on caribou with the  
5 road is quite disturbing because of the fact that my  
6 time in Cold Bay and hunting in the area, the caribou  
7 would forage along the area. They rear in Caribou Flats  
8 and then they forage. They go back and forth between  
9 their eating, and they parallel that road. I've never  
10 ever in my time in Cold Bay ever watched them go from  
11 Izembek to Kinzarof Lagoon. They were always  
12 paralleling along there. And for the most part, the  
13 larger herds have been, where I've seen them, closer to  
14 Izembek than the actual road corridor.  
15 I believe that alternative two would be the  
16 most inexpensive and the most accessible road and would  
17 have the least bit of impact on both the environment and  
18 the fish and wildlife. I believe there is one little  
19 salmon stream in Kinzarof, and that services some of the  
20 fish that go up there. But they have a very small run  
21 of chum salmon in Kinzarof Lagoon. The salmon that  
22 frequent Kinzarof Lagoon is so small that they generally  
23 look for a lake.  
24 And the creeks that I see that would be, I  
25 guess, intercepted by this road could be addressed the

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1 same way they addressed the creek in King Cove when they  
2 went -- when they first started the access project from  
3 King Cove over, they required bridges instead of  
4 coverts, and that could easily be done with this road.  
5 I worked in Cold Bay where Fish and Wildlife  
6 put a bridge over a creek in the Baldy Mountain area.  
7 That bridge was incredible. It's still there. But that  
8 was carved out of the wilderness.  
9 So everybody knows that this road could go in  
10 there with very little impact on any of the fish or the  
11 wildlife. And perhaps I'll bring a little more to the  
12 table at the next meeting. Thank you.  
13 **HELEN CLOUGH:** Thank you very much.  
14 Others that would care to speak?  
15 **CHRISTINE MACK:** Christine Mack, born and  
16 raised on Sitkinak Island, in and out of Cold Bay all  
17 the time and King Cove.  
18 One of the things that I really want to say,  
19 when I first moved to Cold Bay -- I lived 14 years there  
20 and I loved the place, as much as I love all the other  
21 communities. But the people of Cold Bay do have a  
22 tendency to welcome all the hunters. When I first moved  
23 to Cold Bay, I saw the DC-6 and those big planes coming  
24 in with hunters, I thought the Army was there to stay.  
25 I mean, I looked out the window and they were -- I never

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1 saw people dressed for hunting in green before and  
2 thought for sure it was -- but Cold Bay welcomed them.  
3 The thing that I heard when King Cove came  
4 with their four-wheelers, or whatever, they're out  
5 hunting, they were not welcome. It's like we're the bad  
6 people; we don't know how to hunt like the other people  
7 that come in. And I really, really take exception to  
8 that. And I've lived there long enough to have seen  
9 this.  
10 And also, watching the port, people coming up  
11 on these boats -- I worked there as an EMT. And there  
12 were times you just get all the way up to the dock and  
13 sometimes they just cannot get off of it. It is very  
14 crucial for those people over there and for us as well  
15 to be able to get over to see them and have access. I  
16 mean, this is how America is built.  
17 Yes, refuges are beautiful. To look at a swan  
18 is wonderful, the Emperor, but -- they're all beautiful.  
19 But we don't look at them like that. We look at them as  
20 food. And we know how to take care of them. I mean, if  
21 somebody in our group went hunting and didn't take care  
22 of their geese and didn't go and cook them and eat them,  
23 we would be after them ourselves not to take any more  
24 than you can handle. So I just ask that maybe you just  
25 take a little time to think about it from our aspect.

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1 Thank you.  
2 **DELLA TRUMBLE:** All right. Don't break my  
3 arm.  
4 Wow. Where do I start? I've done this so  
5 many times. My name is Della Trumble, and I am from  
6 King Cove. And I represent King Cove Corporation and  
7 Agdaagux Tribe.  
8 First of all, I want to say, I'm happy to be  
9 here because last year, a year ago, I didn't make it to  
10 the scoping meetings and the very same day I watched my  
11 daughter's plane crash-land in King Cove. And I know  
12 every -- just about -- the last couple years, every time  
13 I came over here, I actually did get stuck over here. I  
14 ended up, a couple times, taking a boat home.  
15 But I have to say, the thing that -- over the  
16 last month and last week and Thursday and then listening  
17 to some of the -- the presentation again today, the law  
18 basically said, this is about a land trade, about  
19 whether it's to the public interest, in exchange for a  
20 road option, one or two -- one of the two that are up  
21 there, not for a hovercraft, not for a ferry. I mean,  
22 understanding there has to be some options in there for  
23 the Corps maybe or some other thing or a NEPA process.  
24 But I really need people to -- I keep saying -- I  
25 listened last Thursday to some of the environmental

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1 groups say, well, we support a ferry, and that's not  
2 what that is about.

3       The other piece that bothers me a lot -- and I  
4 did mention it -- is basically in the mitigation  
5 measures, the loss of value of wetlands, but there's no  
6 really, I think, strong enough -- and we tried to figure  
7 out how to put this in there -- on the meaning and the  
8 loss of life and the impact that's just -- if you look  
9 at this document, it really does not emphasize that, I  
10 think, to the degree that it should, because that's why  
11 we're here.

12       And I've been hearing -- and not only in  
13 Anchorage, but when I got to King Cove I heard the same  
14 comment and actually from a couple people here. The  
15 emphasis is on the quality of life and saving life, and  
16 it really isn't there.

17       Some other comments I heard, you know, on the  
18 cost of construction of things, but it was also brought  
19 to my attention in Anchorage that one medevac at one  
20 point in time used to cost \$10,000. Well, you're  
21 looking at \$30,000 a medevac today. And when you take  
22 that times 18, 20 medevacs a year -- and understand that  
23 that dollar amount is going to increase every year --  
24 that money that -- it's taxpayers' dollars. When you  
25 start putting the Coast Guard in there and their bigger

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1 planes taking patients out of Cold Bay or C-130s, you  
2 better add up a lot more than that because that dollar  
3 is there.

4       And it bothers me when I listen to  
5 environmental groups that don't put a dollar out there  
6 to even support this, but continue to use their dollars,  
7 dollars that we raise for -- you in King Cove and Sand  
8 Point -- when they're looking at \$20,000, \$30,000 for  
9 this. And I'll make sure to make these points in Cold  
10 Bay also.

11       The other thing we talked about is the hunting  
12 measures and restrictions. And at this point, if we  
13 don't get this road, I would like to see the government  
14 stop all the hunting in Cold Bay. We can't go on those  
15 roads, why should everybody else go on those roads? We  
16 weren't there to designate these boundaries, but you  
17 have people telling us what we can and can't do there.

18       I'm sorry, but every time -- the more I do  
19 this and every single time, I think I get angrier and  
20 angrier to some degree because it's just so wrong at  
21 what we're giving up and we already gave up and what  
22 we've lost.

23       I've talked about the -- I used the Unimak  
24 caribou in the EIS as an example of that process  
25 wherein, you know, you do have the environmental

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1 community with 40,000 to 60,000 to 100,000 comments and  
2 cards and a lot of times the same letter and using that  
3 and how do you balance the opposition when the people  
4 that are for it is going to be just a fraction of that.  
5 And I hope there is a process because I have asked this  
6 question so many times, how do you weigh that and make  
7 that balance right? I don't honestly believe there is a  
8 process to do that.

9       Last, but not least, no action is not an  
10 option for us. We've been in this too long and have  
11 given up too much. And it's time to make it right.  
12 That's it.

13       **HELEN CLOUGH:** Thank you, Della.  
14       **PAUL DAY:** If I may. My name is Paul Day.  
15 I'm the city administrator here in Sand Point. And you  
16 said something, the Secretary is going to make a finding  
17 that's in the public good? What was the statement?  
18       **HELEN CLOUGH:** What the law says, he has to  
19 find the land exchange in the public interest.  
20       **PAUL DAY:** Public interest.  
21       **HELEN CLOUGH:** And that's not any kind of  
22 formal process. It's --  
23       **PAUL DAY:** I'd just like to speak on -- I  
24 absolutely agree that the number one priority is health  
25 and safety for the citizens in King Cove to be able to

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1 access the airport. I don't think there's any debate  
2 that that's the primary goal of this road.

3       But I'd like to look at this as more of a  
4 pragmatic document. And pragmatically -- and as a  
5 taxpayer, I'm looking at these numbers and I agree with  
6 Della. I don't think alternative one, no option, that  
7 isn't an option. And I don't -- you know, whether it's  
8 alternative two or three, whichever -- I don't know why  
9 there's two road alternatives. That may be just so  
10 there are two, I don't know, but I think we're actually  
11 talking about a road for the hovercraft or some other  
12 kind of landing craft. Well, I think the borough has  
13 proven that the hovercraft cannot operate in King Cove  
14 for whatever reason. I don't think the hovercraft  
15 should even be on the table.

16       But, again, back to pragmatically, if you just  
17 look at your document, alternative two in total to  
18 construct and to operate over time is \$20 million. Most  
19 of that is for the road, to build the road. After that,  
20 it's \$150,000 to -- whatever the number was. I can't  
21 find it real quick. It was \$150,000 to \$180,000 a year  
22 to maintain the road. If you go to the alternative  
23 four, the hovercraft operation -- which we've already  
24 proven doesn't work. The borough has proven that over a  
25 three-year period. And believe me, the other

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1 communities watched that money that the borough puts  
2 into that hovercraft and it did not work -- that's  
3 \$44 million. That's the number in this document.  
4 That's twice the dollar amount than the road.  
5       Then if you go to your next alternative, which  
6 was the alternative five, the Lenard Harbor ferry,  
7 \$70 million. That's your number. So you go from a  
8 25 -- 23-million-dollar number for a road to a  
9 44-million-dollar to a hovercraft that doesn't work to a  
10 70-million-dollar project to put a Lenard Harbor ferry.  
11 I think pragmatically and as a taxpayer, people need to  
12 look at that issue also.  
13       And if it's in the public's interest, who's  
14 going to pay that \$70 million? Who is going to pay to  
15 keep that hovercraft or that ferry running over time? I  
16 mean, money is no longer growing on trees, especially in  
17 this state. And I know the borough and King Cove is  
18 working diligently to find the money to build. I think  
19 they've got quite a nest egg towards the \$20 million to  
20 build the road.  
21       And then the other no-brainer, I look at a  
22 201-acre exchange for 52,583 acres. Now, granted each  
23 acre is not -- you know, it's not the same value. But  
24 anybody who thinks that the Izembek is a pristine,  
25 untraveled piece of property, they're wrong. There's

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1 old army jeep trails and four-wheeler trails on that  
2 property and have been there for years. Believe me, if  
3 somebody offered me 52,583 acres of land for a 200-acre  
4 road, I -- again, pragmatically, I don't know how you  
5 can turn that down.  
6       So, again, I'll end by saying, health and  
7 safety is the issue here, but I honestly think you've  
8 got to look at the alternatives of the \$20 million, \$40  
9 million, \$70 million numbers are -- you know, blow us  
10 away out here, the numbers that they're talking about  
11 operating these alternatives. And I'll end with that.  
12 Thank you.  
13       **HELEN CLOUGH:** Thank you.  
14       **MARTIN GUNDERSON:** I didn't know we could talk  
15 about birds. Can I add to my testimony?  
16       **HELEN CLOUGH:** You certainly may.  
17       **MARTIN GUNDERSON:** Like it was really short  
18 and fast.  
19       You know, there's three experienced pilots in  
20 here that's been flying ever since they were kids out  
21 here. That's myself, Mr. Jacobsen, and Paul Gronholdt.  
22 And I'm looking at Cold Bay. I'm looking at that map  
23 over there and I'm thinking about the bird patterns, the  
24 migratory bird patterns. We fly inland going to  
25 Anchorage and coming out to stay away from the birds

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1 traveling the waterways. We're not on the ocean side.  
2       All the areas I've traveled, from Anchorage  
3 all the way down to Cold Bay to the end of the  
4 peninsula, I could fly over lots of lakes. There's no  
5 birds. If I get near the ocean, there's a lot of birds.  
6 We fly inland to avoid migratory patterns.  
7       And I'm looking at this proposed road -- and  
8 I've made this trip many, many times from King Cove to  
9 Cold Bay. I mean, we spend hours flying all year long.  
10 Not once do I run into a flock of birds between Cold  
11 Bay, these little lakes over to Lenard Harbor, on into  
12 King Cove, all the way up to Port Moller, like Stanley  
13 said, all the way up towards Nelson Lagoon. As soon as  
14 you hit the river, the waterways, you move inland, you  
15 climb up, you stay away.  
16       That's the point I want to make, is that I'm  
17 looking at this proposed road, it's inland. The  
18 birds -- I've hunted in Cold Bay all my life. We have  
19 to go to the water. We go over to -- out to the lagoon  
20 here. But in flying, all my approaches into Cold Bay  
21 have been inland, in the fall, specifically to avoid the  
22 bird traffic. Never over Izembek. That's just a point  
23 I wanted to make.  
24       **HELEN CLOUGH:** Thank you. I appreciate it.  
25       **TIFFANY JACKSON:** My name is Tiffany Jackson.

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1 I'm with the Qagan Tayagungin Tribe. And I don't think  
2 there's anything new I can say. You know, I echo what  
3 Paul says, just logistically, dollar-wise, the  
4 hovercraft and the ferry just blow me away cost-wise.  
5       But I don't think enough emphasis is being put  
6 on health and safety. It's not just the King Cove tribe  
7 that's in King Cove. We are the tribe of Sand Point.  
8 And we have tribal members that live in King Cove, so we  
9 are just as invested in making sure that our tribal  
10 members have the ability to have safe access to health  
11 care.  
12       And, you know, with the weather in Cold Bay, I  
13 know people who have tried to take a boat to Cold Bay  
14 and have been further injured trying to get off the boat  
15 in Cold Bay. It's just not a safe option -- not the  
16 safest option.  
17       **HELEN CLOUGH:** Thank you very much.  
18       **DICK JACOBSEN:** I'm Dick Jacobsen. I've lived  
19 in Sand Point all my life. I've flown out here for  
20 about 32 years. Give me a minute to get my voice here.  
21       I've been involved with the project since day  
22 one. I guess not day one, because it was when we  
23 thought it was a project, we started it and worked on  
24 it. But, actually, people were working on it for a lot  
25 of years prior to that.

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1 And talk about health and safety, I happened  
2 to have a heart attack here in Sand Point and got  
3 medevaced to Cold Bay and got medevaced out of there to  
4 Anchorage. It was a major issue. Planes couldn't get  
5 in here to pick me up. They had to line up cars on the  
6 runway down here so a plane could load me aboard to get  
7 into Cold Bay and medevac me out of there. I probably  
8 wouldn't be here today if it wasn't available.  
9 But anyway, besides all that, I'm pretty  
10 pissed off about this whole situation. Had it been a  
11 private enterprise, you guys would have all been fired.  
12 For the amount of time this has taken, it's  
13 embarrassing. It's flat, downright embarrassing. I  
14 mean, we've been working on it for 20 years. You guys  
15 have been working on this EIS for three years. Take a  
16 look at Minneapolis. They threw up \$20 million and they  
17 got the extension on their runway -- flat bam -- money  
18 talks.  
19 You talked about having to deal with public,  
20 responsible to the public. Who the hell is the public?  
21 Excuse my language. But who is the public? The public  
22 is us. It's not somebody in Anchorage. It's not  
23 somebody in New York or Boston that's looking out for  
24 Ducks Unlimited or whatever outfit they represent,  
25 Greenpeace or whatever. It's us. We are the public of

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1 this area. Why the hell aren't you representing us? I  
2 mean, it's really, really upsetting, this whole bloody  
3 thing.  
4 You guys come out here, you've got all the  
5 textbooks, you've got everything that tells you that you  
6 know how to do things. We sat here -- for an example,  
7 just a very quick example, we sat here for three years  
8 and don't even have a subsistence hunt, the caribou,  
9 with 1200 caribou in the area, experienced Fish and  
10 Wildlife people counting them. Put one local person in  
11 the airplane from this region, the count jumped from  
12 1200 to 3600. Leave those people in the airplane for  
13 three or four years, the count remains at 3500, 3600.  
14 Take that person out of the airplane, what we got, 1200,  
15 1300 caribou again. Because the guys don't want to  
16 count or they don't see them or they don't know where  
17 the hell to look.  
18 We are the public. Take our opinion and what  
19 we know about this region into account. This road  
20 should have been put in ten years ago, never mind still  
21 looking at an EIS. And then you guys got another three  
22 years to get the thing around with. I mean, criminy  
23 sakes.  
24 If I was the employee [sic] and you guys took  
25 this long to throw a few-page paper and tell you what to

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1 do around here, you would be out the door. And I'd get  
2 somebody in here that God damn well can do it. If you  
3 guys can do it, sit down and do it. Don't sit down and  
4 ding around and make excuses for it, because that's what  
5 you're doing.  
6 The people out here need it and we've been  
7 working on it for a long time, we've put a lot of effort  
8 into it, and we deserve it. I mean, there's been a lot  
9 of people that have come and gone over the course of all  
10 of this. And I don't want to say any more. I've lost  
11 some pretty close friends.  
12 **HELEN CLOUGH:** Thank you very much.  
13 **DICK JACOBSEN:** And one more thing, you  
14 mentioned trumpeter swans a few times, how they're going  
15 to be impacted. Go outside, get in your car, drive up  
16 and take a look at the reservoir. 50 yards off the  
17 reservoir bridge, there's a trumpeter swan with his head  
18 all curled up and sleeping in there and we're driving by  
19 it about three or four vehicles every five minutes. And  
20 he's just laying there sleeping. We don't have an  
21 impact.  
22 The Native people of any region are a hell of  
23 a lot more environmentally smart than anybody from the  
24 outside that they're coming in telling us what to do in  
25 our own region. Thank you.

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1 **HELEN CLOUGH:** Thank you.  
2 **LARESA MOSES:** I'm not from here, but I live  
3 here and we made this our home. And I guess I get a  
4 little perturbed when you hear on the news, the road to  
5 nowhere, the airport to nowhere.  
6 **UNIDENTIFIED SPEAKER:** Your name.  
7 **LARESA MOSES:** Laresa Moses. And I guess I  
8 feel like -- you know, like he's talking about, the  
9 environmentalists that live in Anchorage, they have  
10 roads to everywhere. We have a ferry that comes out  
11 only, what, four months out of the year. When Carl  
12 Moses was in the legislature, he tried to get it year  
13 round. Their biggest problem was the weather. And  
14 you're talking about having this hovercraft go back and  
15 forth even during the winter three times a week. I  
16 don't believe that's going to happen because of our  
17 weather.  
18 And I think we should have a say. We live  
19 this day in and day out. I don't live in King Cove.  
20 I've been there. And it's not the greatest airport.  
21 But when you compare a life to a bird, to any animal,  
22 whether it's a beetle or whatever, there's no  
23 comparison. There is none. And animals will adapt.  
24 Believe you me -- I lived in Dutch Harbor -- they have a  
25 nest, an eagle, that's in a crane that no one is going

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1 to touch. It's wildlife and we can't touch it. We  
2 can't move it. But animals will adapt to humans. And  
3 humans, by far, are very compassionate to animals.  
4       So this road would save how many lives  
5 compared to a swan? If we lose one swan, but a human --  
6 the birds will go on, whether it's geese or a ptarmigan.  
7 Their lives are going to go on. Ours will. But if we  
8 could have saved a person.  
9       Getting into Cold -- King Cove -- I hate to  
10 say this -- I'm glad I don't live there. The weather is  
11 not always the best.  
12       **DELLA TRUMBLE:** What?  
13       **LARESA MOSES:** And, you know, getting in and  
14 out of there, it's tough. And getting into Cold Bay, by  
15 means of a road, hey, I'm all for that. And if you can  
16 get the ferry -- we don't have the roads in the  
17 Aleutians.  
18       Aleuts, when they built their villages, they  
19 built them for protection so that they can survive. And  
20 so every place that you look, they were very careful  
21 when they made their dwellings. And they didn't foresee  
22 that we were going to need the boats and the airplanes,  
23 because that wasn't important to them. But now, today's  
24 world, it's everything to us. It's a completely  
25 different world when you don't have the access to go and

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1 get the hospital [sic] that you need right in five  
2 minutes. It's very difficult.  
3       And so I say that we, as the people of the  
4 Aleutians, should matter. I mean, there's an airport  
5 going out. If the military was coming in here, they  
6 would be having an airport right now or the road would  
7 have been built. But it's us. It's a little different.  
8 Thank you.  
9       **HELEN CLOUGH:** Thank you very much.  
10       **DICK JACOBSEN:** I've got my voice back again  
11 now. Just -- I'm Dick Jacobsen, Sand Point resident.  
12       Just taking a look at your map -- and like I  
13 said, Paul and Martin, both, have flown out here just as  
14 long as I have. But if you take a look at that map and  
15 take a look at what you're getting in exchange for a  
16 minimal 200 acres, what Fish and Wildlife Service should  
17 be doing is falling over themselves to get control of  
18 that land as quickly as they can so that they can  
19 preserve what's there and figure out what the hell is  
20 there.  
21       Because if you fly up and down that beach -- I  
22 just happened to be flying up and down that beach one  
23 day, and there was a window looking at me out of a sand  
24 dune. So I turned around and I landed on the beach and  
25 I went up and looked at that window. And it was a whole

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1 little village; a major big house, a couple of small  
2 ones. There was a couple of windows in the sand dune  
3 that I seen, a door. There's some major villages up and  
4 down there.  
5       And if Fish and Wildlife Service had the  
6 audacity to have that kind of value put in their hands  
7 and they could look at our people out in this region and  
8 say that you can't have 200 acres in exchange for that,  
9 I think King Cove should pull their offer and not swap  
10 that land because it was theirs to begin with. They  
11 should keep the bloody stuff and not give it to the Fish  
12 and Wildlife Service. The Fish and Wildlife Service  
13 should really be smacked over the head for not jumping  
14 on it and having that land in their title right now.  
15 Thank you.  
16       **DELLA TRUMBLE:** Is it out of order to ask some  
17 of these guys what their opinion is of the eastern swan,  
18 the western swan, in the Izembek?  
19       **HELEN CLOUGH:** No. It's your meeting.  
20       **DELLA TRUMBLE:** This has bothered -- we kind  
21 of went through this. As going through this, we went to  
22 the various species of birds. And the last thing that  
23 came up -- and I think Stanley mentioned it -- was the  
24 tundra swan. And the biologists started talking about  
25 the eastern swan and the western swan within that

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1 isthmus. And I was like, what in the world are you  
2 talking about?  
3       A swan -- a tundra swan, their behavior, like  
4 you say what's happening here, is not any different.  
5 They'll adapt to wherever they're at.  
6       So you guys -- you guys have been out here all  
7 these years. And I just hope some more of that  
8 discussion goes on the record, because that -- the  
9 impact rate went high on that and it just didn't make  
10 sense to me. I never heard of such a thing in Cold Bay.  
11       **MARTIN GUNDERSON:** I think we've all used up  
12 about four planes out here, each of us, flying around  
13 all of our life.  
14       **DICK JACOBSEN:** We basically had several swans  
15 spend the winter right here, and it was a severe winter.  
16 It was one of the worst winters we ever had. Those  
17 swans were back and forth the whole time.  
18       **STANLEY MACK:** Stanley Mack, Aleutians East  
19 Borough. I'd just like to -- I was going to save this  
20 until we got to Cold Bay -- and I'll probably repeat it  
21 again when I get to Cold Bay -- the tundra swan, to me,  
22 is, what they used to say in the south, a carpetbagger.  
23 He just comes in and makes a home and he stays.  
24       I've noticed here in Sand Point now that  
25 they've been coming in -- and I've noticed here this

1 year particularly that there are two. There's a male  
2 and a female setting up camp here on the island. And  
3 they seem to be quite happy where they are. We get to  
4 stop and watch them. And I believe we'll see them here.  
5 I hope they don't shut the road down that's adjacent to  
6 it.

7 But to take and apply so much emphasis on this  
8 particular bird is, to me, uncalled for. Granted,  
9 they're a beautiful bird and I would protect them with  
10 my life. They've been prohibited from any kind of  
11 hunting for I don't know how many years that I remember.  
12 In fact, as a child growing up in King Cove, we've seen  
13 them but we were told never to touch them, they're too  
14 pretty, and we have not. We've survived off of the  
15 other birds.

16 The people of King Cove and this entire  
17 Aleutians East Borough, the Aleut people, were never  
18 sports hunters, never will be sports hunters, and we  
19 train our children never to be that, too. Thank you.

20 **PAUL GRONHOLDT:** Hi. My name is Paul  
21 Gronholdt. I live in Sand Point. As Martin mentioned,  
22 I've flown in and out of King Cove airport a few times,  
23 and it's the scariest airport I've ever been to, bar  
24 none. I wouldn't call it the airport from hell, but you  
25 might as well call it the airport from hell. It's

1 can have the airport or you can have the clinic. And  
2 we've got to have a deal now because the whole budget is  
3 closed down."

4 And he said, "Well, I guess we can take it."  
5 Of course Senator Stevens said, "I'll take  
6 them all." He wanted all three. He was a pretty good  
7 negotiator then, I believe. But anything the senator  
8 was involved with -- well, there's -- the hovercraft  
9 cost the borough and the taxpayers of the region a lot  
10 of money to try to make that option work.

11 Some of the options weren't fully explored  
12 under the alternative, but this is what you have to work  
13 with. And the only one I'd pick is that second route.  
14 That's the only one that's kind of sensible. It's a  
15 long way, but at least you can get to King Cove.

16 And I'll chip in two cents on the deal. The  
17 only land trade that's been worse is when the Natives  
18 sold New York. This is a bad deal. But King Cove wants  
19 it, then let them get the short end. I don't know what  
20 the people in the future are going to look back and --  
21 they may make fun of this land trade like they did with  
22 the sale of Manhattan, but maybe not.

23 But the people of King Cove really need a  
24 reliable way to get to Cold Bay. And even water, a  
25 ferry -- you know, in the old days it always froze over

1 really terrifying to even think of tying your airplane  
2 down there. Your airplane can blow away. You can tie  
3 down as good as you can tie it, and it'll disappear. It  
4 blows so hard up in that valley.

5 So I'm a strong supporter of a road option.  
6 And this other route is as good as any other that --  
7 two-road options. In fact, if it was my money and my  
8 land -- of course it isn't -- I'd go right across that  
9 little Kinzarof spit and just make a short run. Get  
10 some Norwegian engineers and make a little short route  
11 with a couple little bridges, but I guess that option  
12 isn't available.

13 One weird thing about the -- how the road got  
14 started and the hovercraft operation was when -- and I  
15 applaud King Cove's efforts for all these years. But  
16 when Senator Stevens was negotiating the budget with  
17 Leon Panetta, who was the chief of staff to President  
18 Clinton, the whole budget process was stopped because of  
19 the King Cove road project.

20 That stopped the whole budget from the United  
21 States being passed. And Senator Stevens called King  
22 Cove's lobbyist and said, "I think we have a deal.  
23 Would you guys accept it?" I think I'm kind of  
24 paraphrasing a little bit. But he said, "You know, you  
25 can have the road up to the hovercraft terminal or you

1 in Cold Bay. This year it did. But for about ten years  
2 there, it didn't. You had that access. But this year,  
3 in the winter, you couldn't get your boat to the dock.  
4 That was a problem, just access even if you had a boat.  
5 You couldn't get it there.

6 Anyway, just a few -- you've still got to come  
7 up with some money to build the road, but I think we'll  
8 work that through. But I want to thank you for the  
9 opportunity. And I'd like to say hello to everybody  
10 that's listening in radio land. I know one person is.  
11 I won't point them out. But thank you.

12 **HELEN CLOUGH:** Thank you very much.  
13 Anyone else?

14 **AUSTIN ROOF:** My name is Austin Roof. I'm the  
15 general manager for the radio station here that serves  
16 Sand Point and King Cove. And, you know, everyone  
17 shared so much and said so many things.

18 My wife was raised here in Sand Point, and  
19 I've been here for the last few years. And I had the  
20 opportunity to go to King Cove in October of this last  
21 year, and we were putting up a radio tower there. And  
22 flying in was fine. We had our crew with us. We had to  
23 take two planes in, and the flying in was nice. It was  
24 a great village and wonderful people.

25 As we were flying out, though, the north wind

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1 was starting to come up a little bit over the hill. And  
2 the first plane made it out and I was on that one, and  
3 it was pretty bumpy. And I was actually pretty scared.  
4 You know, I was kind of -- you just kind of realize that  
5 one gust of wind came up out of nowhere, your plane  
6 would be in that hill. And it was kind of scary, just  
7 kind of thinking about my family and stuff, but we made  
8 it fine.  
9 And when the second plane came over, the wind  
10 had come up like twice as much. And the pilot made it.  
11 And when they had landed, there was some of my crew on  
12 there and then two kids and a mother. And they came  
13 back. The kids had been crying, screaming. The family  
14 was praying out loud to God to save them. There was --  
15 the people that were on the plane from my crew were  
16 tower riggers, so they climb like 300-foot towers for a  
17 living. He was scared to death. And he said that he  
18 thought they were going to die. These kids were  
19 traumatized from this experience, and you shouldn't have  
20 to have that.  
21 You shouldn't have to have children being  
22 terrified to leave the village. You know, it just isn't  
23 fair. I mean, the lives being lost, the inability to  
24 access hospitals, but just to have children scared to  
25 death for their life just to fly to Anchorage, you know,

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1 is just so unacceptable, in my opinion. And I came home  
2 and I told my wife, King Cove is a wonderful place, but  
3 I just don't think I can live there, you know, with that  
4 kind of access.  
5 And I also want to -- I want to thank the  
6 Wildlife Service for coming out here. I would also like  
7 to recommend personally that the U.S. Wildlife -- I  
8 would suggest that King Cove should give no land into  
9 this deal. They've paid enough, in my personal opinion,  
10 with the lost lives, with the quality of life. You  
11 know, that land is theirs and I think that they deserve  
12 to keep their land. And the land that the State of  
13 Alaska is coming up -- I mean, what's the ratio on  
14 40,000 acres versus 201? You're still making out with a  
15 great deal.  
16 So my recommendation would be King Cove does  
17 not have to pay in the land and that either alternative  
18 two or three should be without a doubt considered.  
19 Either road option, you know, should obviously be the  
20 choice. Thanks.  
21 **HELEN CLOUGH:** Thank you very much.  
22 **JADE CROMER:** I guess everybody else spoke, so  
23 I might as well, too.  
24 **HELEN CLOUGH:** We'd appreciate it.  
25 **JADE CROMER:** My name is Jade Cromer. I'm

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1 from Sand Point, and I'm city clerk here. I've spent a  
2 lot of -- I've had a lot of trips to King Cove through  
3 the winter, playing sports growing up, and there were a  
4 lot of scary flights coming in and out of there.  
5 Fortunately, I'm not afraid to fly.  
6 My family over there would rather take the  
7 ferry all the way to Anchorage to get to Anchorage  
8 because they're so afraid to fly from their experience.  
9 Fortunately, their children aren't afraid yet, but  
10 they're getting a court order for -- to be a witness for  
11 something and they can't get on the plane without a  
12 sedative or something. They've had a hard time, you  
13 know. And they need a break, because this is their  
14 life. They live there.  
15 They have a resource over there that the  
16 State -- we thrive off of the fisheries. It benefits  
17 the taxpayers. It benefits the State. You know, these  
18 people's lives -- you know, this is our people. This is  
19 our family. They need to be cared for, too.  
20 **HELEN CLOUGH:** Thank you very much.  
21 **CARL MOSES:** As you can see, I've bounced  
22 around a few years between here and Cold Bay and Dutch  
23 Harbor. It's kind of ridiculous to have to spend a lot  
24 of time fighting to save the lives of our loved ones and  
25 friends. It's, to me, a terrible situation, a sad day

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1 in King Cove when we do have an accident.  
2 And we're going to have accidents if we don't  
3 solve this problem of getting into Cold Bay. In fact,  
4 there was a time when I wished I wasn't on that plane  
5 going to King Cove. The pilot was riding along -- of  
6 course it was medical. That pilot said, let's get this  
7 so-and-so out of here.  
8 Anyway, it's a sad day when we have to sit  
9 here and fight for something that we should get  
10 automatically, as far as I'm concerned. And nobody's  
11 getting too excited. It's going to depend on one  
12 individual. And it may be politics, which normally  
13 happens, and that's not a good situation. That's why we  
14 have 12 million Mexicans in this country, because the  
15 politicians are afraid to tackle that or lose that vote.  
16 It's just too bad it's that way. That's why we wind up  
17 with poor legislation quite often. Too many  
18 politicians. I thank you.  
19 **JOAN KLUWE:** Sir, could you state your name  
20 for the record.  
21 **CARL MOSES:** Carl Moses.  
22 **HELEN CLOUGH:** I guess we've heard from  
23 everyone, so if anyone has any other comments. If not,  
24 you know, you can submit additional comments in writing  
25 if you choose. We'll have the transcript made from this

1 and make it available to the other cooperators.

2 **UNIDENTIFIED SPEAKER:** And e-mail is  
3 acceptable?

4 **HELEN CLOUGH:** Oh, absolutely.

5 **JOAN KLUWE:** We have sheets, if anyone would  
6 like them, that has the e-mail address, the fax address,  
7 the mailing address. There's sheets, you can pass them  
8 out to friends and family members. Submit it any way.

9 **HELEN CLOUGH:** If there's anyone with  
10 additional comments or additional thoughts, if you have  
11 questions or something, it's got contact information for  
12 Stephanie, the project leader, and we can try and answer  
13 those.

14 But I really appreciate everybody coming out  
15 on such a beautiful evening. And I really appreciate  
16 your heartfelt testimony on behalf of the regional  
17 director and everybody else at Fish and Wildlife  
18 Service. Thank you very much.

19 (Proceedings adjourned at 8:41 p.m.)

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1 **REPORTER'S CERTIFICATE**

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

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

12 IN WITNESS WHEREOF, I have hereunto subscribed  
13 my hand and affixed my seal this 21st day of May, 2012.

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**VALERIE MARTINEZ,**  
Registered Professional Reporter  
Notary Public for Alaska

My Commission Expires: June 22, 2014

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