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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 10, 2012  
Commencing at 7:00 p.m.  
Volume I - Pages 1 - 78, inclusive

Taken in  
King Cove, 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.  
18  
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20  
21  
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1 Court Reporters who will be taking down the meeting and  
2 preparing a transcript. And so I'll ask, when you  
3 speak, if you'd come up -- and you're welcome to stand  
4 or sit -- but if you'd come up and be by the phone so  
5 Valerie can hear you but also so that the folks  
6 listening in on the phone can hear you. I would  
7 appreciate that.  
8                  But I'm just going to run quickly through some  
9 slides. There are copies of this PowerPoint  
10 presentation. There's a lot of detail in the slides,  
11 and I'm not going to talk to every one. But I would  
12 just like to give a quick overview and then we'll take a  
13 little bit of time if you have some specific questions.  
14 And then the main reason we're here is to hear from you,  
15 so I'm not going to talk very long. I want to hear what  
16 you have to say.  
17                  As you can see, all the cooperating agencies.  
18 We have King Cove, the city, the tribe, Agdaagux Tribe,  
19 the Belkofski Tribe; the borough; the State, the Corps  
20 of Engineers; Federal Highway Administration; and the  
21 State of course.  
22                  Why we're looking at this land exchange. It  
23 was a deal that's been discussed for many years. But  
24 back in 2009, Congress passed this law and they told the  
25 Secretary of the Interior, who was like my ultimate

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1                                   P-R-O-C-E-E-D-I-N-G-S  
2                  HELEN CLOUGH: Welcome. We're going to go  
3 ahead and start. My name is Helen Clough, and I am the  
4 head of planning for Fish and Wildlife Service in  
5 Anchorage. And this evening we're here to talk about  
6 the environmental impact statement that we're doing for  
7 the proposed land exchange and road linking King Cove  
8 and Cold Bay.  
9                  And I'll start off this evening with a little  
10 presentation just to explain some of the environmental  
11 impact statement. We have the telephone. On the phone,  
12 we have Stephanie Brady, who is the project leader. You  
13 may remember Stephanie came out here last -- about two  
14 years ago when we did the scoping meeting. And,  
15 unfortunately, she couldn't be here, but she's on the  
16 phone. And then we have some of our other cooperating  
17 agencies listening in, probably some of the State  
18 representatives and perhaps some of the other  
19 contractors.  
20                  This is Joan Kluwe, who is the project lead  
21 from our contractor at URS.  
22                  JOAN KLUWE: I'm going to adjust the focus a  
23 little bit.  
24                  HELEN CLOUGH: Thank you.  
25                  And we have Valerie Martinez from Midnight Sun

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1 boss, other than the President, to prepare an  
2 environmental impact statement, and that's what Fish and  
3 Wildlife Service is doing. And then the Secretary will  
4 decide if having the road -- the land exchange and the  
5 road is in the public interest. So he is the final  
6 decision-maker.  
7                  The proposed action of course is having a  
8 road. And the law sets out a lot of standards for the  
9 road, and one of them is that it will be primarily for  
10 health and safety. It's not to be used for commercial  
11 purposes, other than transportation of people. So  
12 people can go back and forth, including like people to  
13 Peter Pan or wherever, but it wouldn't be allowed to  
14 haul freight and things over the road.  
15                  The land exchange itself, we're looking at --  
16 and I don't know if you can all see this map. There's  
17 copies of it in the book. But it would involve  
18 exchanging -- there's two different routes, but a little  
19 over 200 acres of refuge land to the State of Alaska,  
20 the corridor in which a road could be built. That would  
21 go to the State of Alaska, along with about 1600 acres  
22 on Sitkinak Island, would be given to the State in  
23 exchange for over almost -- what is it? -- 43,000 acres  
24 of State land up here on the north end of Izembek Refuge  
25 and Alaska Peninsula Refuge. And those lands would come

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1 to the refuge as wilderness.  
2 King Cove Corporation would give up to the  
3 refuge about 13,000 -- over 13,000 acres of the lands  
4 around here, up around Kinzarof Lagoon, Mortensens  
5 Lagoon. And those would come into the refuge in  
6 exchange for nothing other than the road. The  
7 corporation would also give up over 5,000 acres of a  
8 selection they have within the refuge. They would be  
9 able to make that selection elsewhere, so they would be  
10 able to obtain 5,000 acres, but it would not be in the  
11 refuge. The Mortensens -- some of the lands coming in  
12 would also become wilderness if they're adjacent to  
13 wilderness.  
14 Other things required by the law include  
15 having a cable barrier or something alongside the road  
16 to keep vehicles on the road. And I would encourage  
17 those of you that submit written comments or if you have  
18 any good ideas, we have issues, I'll be honest, with  
19 this idea of a cable barrier or a chain barrier along  
20 the road in terms of safety, in terms of costly  
21 maintenance, and in terms of it could have impacts that  
22 are critical to wildlife. And the law says we're  
23 supposed to do something. So if you've got other ideas  
24 of how we can try and keep vehicles on the road, we're  
25 all ears.

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1 Of course we're supposed to minimize the  
2 impacts of the road corridor on the refuge and its  
3 resources. We're supposed to develop what they call a  
4 mitigation plan, which would be things that we can do to  
5 avoid impacts or to compensate for impacts like wetlands  
6 that cannot be avoided, things like that. And then of  
7 course we're supposed to transfer from the refuge the  
8 minimum acreage necessary for the road and to use  
9 existing roads to the maximum extent that we can.  
10 The last thing on there was part of a federal  
11 law required the State to, if the land exchange goes  
12 through, make Kinzarof Lagoon, the State lands in there,  
13 part of the State refuge system. And also, because  
14 clearly, you know, there's about 50,000 acres of land  
15 coming in in exchange for 206, 210 acres, depending on  
16 which alternative, going out, this is not an equal value  
17 exchange, so the Alaska State legislature also had to  
18 pass a law to authorize that unequal land exchange,  
19 which they did in 2010. So the State has filled that  
20 part of their obligations to make this thing happen.  
21 Just really quick, Izembek Refuge was  
22 established as the Izembek Game Range in 1960. In 1980,  
23 it became the refuge. And then all this kind of darker,  
24 brighter green, was designated wilderness by Congress in  
25 1980.

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1 Izembek Refuge, of course all the national  
2 wildlife refuges, are about wildlife. And you know  
3 better than me living here, you know, what some of the  
4 resources are. Obviously resources are a concern to us  
5 in this environmental impact statement, which we looked  
6 at, especially caribou, bears, and many species of  
7 birds; brant, Emperor geese, to name a few.  
8 Over on the right-hand side of the slide, it  
9 indicates that Izembek Refuge is a National Wildlife  
10 Refuge, but it's also been recognized as a Globally  
11 Important Bird Area, a Wetland of International  
12 Importance. These are designations that recognize the  
13 international value in terms of the birds that come  
14 through here that don't just live in the United States.  
15 Of course you are familiar with your long  
16 history of the Aleut people in this area, the impacts  
17 and changes the Russians and others brought to your  
18 lives, and you persist here today. Obviously the  
19 airport in Cold Bay is there because of World War II.  
20 And the remains of many of the facilities still dot the  
21 landscape, including many of the old roads and trails on  
22 the refuge.  
23 Again, I don't have to tell anybody in this  
24 room, obviously you've seen that helicopter, or one like  
25 it here, many times. You've probably had some, you

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1 know, scary experiences with -- if not you personally,  
2 but certainly with your loved ones and friends being  
3 evacuated. And that's obviously the reason we're  
4 looking at the road.  
5 In terms of our environmental impact  
6 statement, it's divided into chapters. And if you have  
7 opened the compact disc, you know, it's a little piece  
8 of plastic, and if you print that out, it's 1100 pages,  
9 this big, giant document. I think Della has got a  
10 couple of copies of it if somebody actually wanted to  
11 look at the whole thing, but it has different chapters.  
12 And the purpose and need chapter, the first  
13 chapter, that just explains why we're doing it. And,  
14 again, from the King Cove perspective, we're looking at  
15 health and safety access to get out of here for routine  
16 medical care as well as emergencies. And then quality  
17 of life, being able to leave town when you want to. And  
18 having a transportation system, at least as far as the  
19 Cold Bay Airport, getting there is more affordable.  
20 When we came around and did scoping meetings,  
21 we identified a number of issues, things that people  
22 were concerned about, and many of these were addressed  
23 in the environmental impact statement. You know,  
24 impacts from a road could affect soil, wetlands,  
25 threatened and endangered species, other wildlife. Some

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1 of the social concerns, the benefits of having a road in  
2 terms of human health and safety; the economics of  
3 trying to operate a hovercraft or something else.  
4 And that last one, effects to wilderness  
5 because one of the big issues that has been raised, what  
6 we hear a lot about, especially from some of the  
7 national interest groups, are effects to wilderness  
8 because a road is not a typical thing in wilderness.  
9 And of course if the land exchange goes through, the  
10 lands outside, you know, this road corridor, whichever  
11 one -- if the land exchange goes through, would not be  
12 wilderness. Wilderness has to be separate land that  
13 would become State land. But taking land out of  
14 wilderness, while not unprecedented, is not common.  
15 There are five alternatives in the draft  
16 document. We've got some of the maps up there. Again,  
17 you have the summaries. There's lots of maps.  
18 The no-action alternative is continuing the  
19 current situation. And at the time we started preparing  
20 the environmental impact statement, the borough believed  
21 that they were going to begin operating the hovercraft  
22 three days a week seasonally as they had been. And  
23 about six week before we thought the document was going  
24 to be released, which actually there was somewhat of a  
25 delay, the borough notified us that as they looked into

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1 it in more detail, they weren't going to operate the  
2 hovercraft here again. And so the actual printed  
3 no-action alternative still has the hovercraft, but we  
4 recognize that when we take this from a draft  
5 environmental impact statement to a final, we will no  
6 longer have the hovercraft.  
7 And the borough has notified us that their  
8 interim plan, or current plan, if the land exchange is  
9 not approved by the Secretary of the Interior would be  
10 to have some kind of ferry with -- you know, a  
11 drop-front-type ferry that could use the existing  
12 hovercraft facilities.  
13 We're looking at two different road  
14 alternatives, a southern alignment, which is alternative  
15 two, and a more central alignment. And I'll explain  
16 those in a minute and kind of compare them. And then  
17 the last two alternatives we're considering are having  
18 the hovercraft operate six days a week -- we recognize  
19 it won't be here, but that was actually a selected  
20 alternative. If you remember the EIS that the Corps of  
21 Engineers did that led to the acquisition of the  
22 hovercraft, that was the plan back then. And then the  
23 last alternative will look at some kind of a ferry,  
24 similar to the alternative that was in the 2003 EIS.  
25 I'm just going to skip through some of this in

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1 the interest of time.  
2 Okay. The main difference between these  
3 two -- the two road alternatives, the northern one is  
4 about two miles longer, costs a couple million dollars  
5 more to construct it. It avoids a little less wetlands.  
6 And because of the terrain, the actual footprint of the  
7 road, the disturbance of the road, is also a little bit  
8 smaller, but they're relatively similar.  
9 The southern one is all within the Kinzarof  
10 Lagoon drainage. The northern one is in some of the  
11 Izembek Lagoon. It hits both drainages. And as you can  
12 see from the -- a good portion of it is the same because  
13 there's really only one reasonable way to get across  
14 here. And as you get further over here, you're picking  
15 up the old roads. And we tried to put it, to the extent  
16 that we could, on existing roads.  
17 The hovercraft alternative -- the ferry  
18 alternative is very expensive.  
19 One of the things that the law requires is  
20 that we identify these mitigation measures, these things  
21 that we would require somebody to do, depending on who  
22 it is, us, the State. And some of them were even  
23 spelled out, things we should consider in the law. You  
24 know, during construction, to worry about sediment  
25 obviously; trying to protect the fish and wildlife; a

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1 concern that evasive species, you know, undesirable  
2 plants or perhaps animals -- more likely plants in this  
3 area -- could get in; wetlands, obviously, always a  
4 concern; cultural resources. So those are some of the  
5 things that we would be looking at.  
6 The summary document has several -- a big,  
7 long table at the end. And that really highlights some  
8 of the impacts, and I'm going to skip over those. But  
9 generally, depending on the alternative, those with  
10 roads, you know, our analysis shows we have concerns  
11 about impacts to caribou, but we recognize that  
12 caribou deal with roads -- individual caribou deal  
13 differently with roads. Some caribou avoid them; others  
14 are quite comfortable around them and cross them  
15 regularly. And I know I've certainly seen caribou  
16 hanging out for days right -- in my very brief time out  
17 here -- by the Cold Bay Airport.  
18 But we definitely have some concerns in our --  
19 our analysis that's in the draft EIS has shown concerns  
20 about impacts to swans, impacts to brant. We know the  
21 borough and the city have -- and the corporation have  
22 biologists looking at our data and they're questioning  
23 it, so we know that's one comment that we'll be, you  
24 know, analyzing in a lot of detail.  
25 The positive impacts of some of the

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1 alternatives, of course would be the road alternative;  
2 beneficial impacts to the community to health and safety  
3 and to access; less cost to both the borough government  
4 and the communities.  
5       The ferry alternatives and the hovercraft  
6 alternatives are -- you know, would be similar to the  
7 situation, except a lot more costly because they'd be  
8 more costly operations.  
9       So where do we end up? So where are we right  
10 now? We're holding public meetings. We actually had a  
11 meeting in Anchorage and Sand Point and Cold Bay. And  
12 then last night, courtesy of the corporation, we had a  
13 meeting via phone with the people in False Pass and  
14 Nelson Lagoon because the weather didn't allow us to get  
15 there yesterday. And Della and Gary prevailed on us to  
16 come over here yesterday so we could be sure to be here  
17 today, and so we had people participate via phone. And  
18 of course we're here. This is our last public meeting.  
19       The comment period ends next Friday, the 18th.  
20 And for those of you that want to submit written  
21 comments, if you're mailing them, that means postmark.  
22 We recognize that we'll get the comments whenever the  
23 post office gets them to us. So you don't have to like  
24 send them express mail or anything like that. But you  
25 can e-mail us, you can fax us, so you don't have -- you

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1 know, you don't have to rely on the mail if you don't  
2 want to. Stephanie gets the written comments.  
3       And what do we do next? As we get all these  
4 comments in, URS Corporation will be preparing an  
5 analysis tabulating all those comments that are  
6 opinions, you know, I like alternative two or I like  
7 alternative five, so that we know who's saying that.  
8 But then also -- and we acknowledge those comments and  
9 provide them to the decision-maker, but the comments we  
10 really have to work on are those where somebody -- what  
11 they call substantive, where somebody tells us, hey,  
12 your analysis on the impacts on Emperor geese was wrong  
13 or your estimates -- and we heard it in Cold Bay -- your  
14 estimates for road maintenance are wrong. Please  
15 explain those.  
16       And those kind of comments, we have to go back  
17 and say, well, gee, you're right, our estimate is wrong,  
18 or, yeah, we agree with yours, but we have to prepare a  
19 response. And so those responses to those kind of  
20 comments will appear in the draft -- the final  
21 environmental impact statement, along with any changes  
22 we make based on all the comments we hear.  
23       So this summer we'll be working on that with  
24 our cooperating agencies, preparing the final EIS. I  
25 anticipate that that will come out probably in late

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1 October. And that will have to -- by regulation, have  
2 to have a preferred alternative. So Fish and Wildlife  
3 Service, Jeff Haskett, the regional director, is the  
4 decision-maker on the EIS, which our EIS is really a  
5 recommendation to the Secretary of the Interior because  
6 he decides about the land exchange.  
7       And so we anticipate that -- we have to wait  
8 at least 30 days after we issue the final environmental  
9 impact statement. His decision will happen probably  
10 right around Christmas and, we assume, following shortly  
11 thereafter. Quite frankly, this public interest  
12 determination the Secretary has to make is not some  
13 established process, so he could do it in the same day  
14 or he could do it weeks later. I don't know. But I  
15 believe that he will make a decision shortly after.  
16       And he will consider whatever the Fish and  
17 Wildlife Service recommends, but he'll also consider  
18 what he's heard from the people of King Cove and the  
19 corporation and the tribal government and, you know, his  
20 role as trust responsibility, because he's in charge of  
21 national refuges, but he's also over the Bureau of  
22 Indian Affairs and has this special trust relationship  
23 with Native Americans. So, you know, he will consider a  
24 number of factors beyond just what's in our  
25 environmental impact statement.

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1       So with that, I will end my formal  
2 presentation. And if there are any questions before we  
3 get into hearing from you, I will be happy to answer  
4 questions if I can or if Joan can. If I think your  
5 question is more of a comment, I will ask you to come on  
6 up and talk into the phone and make sure we get it  
7 recorded as a comment.  
8       When you're commenting, if you would please  
9 state your name so that Valerie can get that for the  
10 record. And if you didn't sign in, we'd really  
11 appreciate if you would. It helps us know who was here  
12 just to document the turnout. Because I would say --  
13 Joan, you were in Anchorage. We have almost as many  
14 people here as we did in Anchorage?  
15       **JOAN KLUWE:** Just about the same.  
16       **HELEN CLOUGH:** And, you know, the difference  
17 in size of the communities, so -- and I really  
18 appreciate you coming out. It's such a lovely spring  
19 day.  
20       So are there any questions before we move into  
21 hearing from you?  
22       **DELLA TRUMBLE:** Stephanie, how many comments  
23 did you say you probably received so far to date?  
24       **JOAN KLUWE:** There's been 1500 comments  
25 approximately received to date. And about 1300 of them

1 have been form letters and about 200 of them are  
2 original, unique responses.  
3 **HELEN CLOUGH:** And normally people comment at  
4 the very end of the comment period, so we anticipate  
5 getting most of the comments next week. We got about  
6 40,000, as I recall, comments during the scoping. So,  
7 you know, it's anybody's guess. We don't know until  
8 they come in how many we'll get.  
9 **DELLA TRUMBLE:** And of the 40,000, how many of  
10 them were technically form letters?  
11 **HELEN CLOUGH:** Joan, do you remember that off  
12 the top of your head?  
13 **JOAN KLUWE:** I don't remember, but it is in  
14 the scoping report, which I think is Appendix C of the  
15 EIS.  
16 **HELEN CLOUGH:** And we can look -- I can look  
17 it up and tell you tomorrow, Della.  
18 **DELLA TRUMBLE:** I'll find it.  
19 **HELEN CLOUGH:** Yeah. A large -- most of them.  
20 I can tell you that.  
21 **JOAN KLUWE:** Yeah. A large portion.  
22 **HELEN CLOUGH:** So, I mean, it's the individual  
23 comments that we spend a lot -- you know, a lot more  
24 time because it -- whether it's ten people or 500 people  
25 tell you exactly the same thing, you only have to read

1 road is only for noncommercial use, except for shared  
2 rides and taxis, that's right out of the law. We didn't  
3 come up with that.  
4 **UNIDENTIFIED SPEAKER:** That includes mail?  
5 **HELEN CLOUGH:** That is a good question. I  
6 would assume so, but I really don't know because that's  
7 kind of a government thing. I honestly do not -- can't  
8 answer that question.  
9 Joan?  
10 **JOAN KLUWE:** One clarifying point on the  
11 barrier. There's two methods that are being analyzed in  
12 the EIS right now. One is, as Helen mentioned, bollards  
13 with a chain between. And the other one is just  
14 bollards only with closer spacing so that animals could  
15 still pass through.  
16 **HELEN CLOUGH:** Yeah, posts.  
17 I'd have to ask our attorneys and they  
18 probably would really have to think about it. I can't  
19 give you a . . .  
20 **UNIDENTIFIED SPEAKER:** Commercial would mean  
21 not freight and stuff.  
22 **HELEN CLOUGH:** Yeah.  
23 **UNIDENTIFIED SPEAKER:** I don't think mail is  
24 included in the freight, but I'd like to find that out.  
25 **HELEN CLOUGH:** We will see. And the other

1 it once and we note how many people said it.  
2 Again, it's not a voting process because  
3 people that feel passionately -- in your case, I know,  
4 because I've been here before that most, if not all of  
5 you, are very much for this road -- come out. And then  
6 people that are really opposed to something tend to  
7 comment. Other people -- people that don't care or  
8 people that -- you know, like people that live in  
9 Anchorage or Juneau or Washington, D.C., that might be  
10 in favor of the road, they're probably not going to  
11 bother to write a letter. So we know we usually hear  
12 more from the opponents of something that people don't  
13 like what we're doing. So we take that into account  
14 when we consider the public comments.  
15 Other questions?  
16 **UNIDENTIFIED SPEAKER:** You mentioned the cable  
17 rail and then also you mentioned the commercial driving  
18 or not. Were those rules or was that set up when the  
19 bill was passed or does that come out of the EIS?  
20 **HELEN CLOUGH:** No. That's in the bill. What  
21 the bill says, is a cable system -- cable barrier. And  
22 what we're looking at is something with posts and a  
23 chain right now. And, quite frankly, we're not that  
24 happy with it. So if people have better ideas -- but  
25 that was required in the law. And the fact that the

1 thing, if the road is approved, there's going to be  
2 several steps in actually finalizing all the land  
3 exchange agreements with the State and the corporation  
4 and what exactly -- you know, the deeds for the land  
5 going to the State, any restrictions that would be in  
6 the deeds related to the road.  
7 Other questions? I'd really like to hear from  
8 you all.  
9 Okay. I will --  
10 **STANLEY MACK:** I have one question, and that  
11 is with regard to the comments that you made during your  
12 opening statement and that's with regard to the report  
13 that Jeff Haskett is going to be making. You said that  
14 you would make your recommendation or the department  
15 would make their recommendation to the Secretary. And  
16 my question is, is how in depth does your -- U.S. Fish  
17 and Wildlife have in regard to examining the comments  
18 that are being placed?  
19 Do they -- is the process going to be  
20 something like someone saying, you will examine the  
21 comments and then weed them out and then make a  
22 recommendation to the Secretary? Or does the Secretary  
23 have his staff review those comments also?  
24 **HELEN CLOUGH:** Well, in terms of the comments,  
25 we will make a summary of all the comments, trying to

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1 characterize the very best -- and that's why we're  
2 having URS do it, so it's not Fish and Wildlife  
3 Service -- trying to do the very best job we can of  
4 summarizing. And plus, we can go directly back to every  
5 e-mail, letter, or whatever and look at that. And  
6 probably -- certainly the actual letters and stuff that  
7 come from you, from Della, from Belkofski Tribe, those  
8 letters themselves, I mean, I'll make sure that Jeff  
9 Haskett actually reads those letters.

10 You know, the State -- key interest groups --  
11 I mean, that's -- we do that in all processes. But all  
12 those we summarize, there will be a sample probably in  
13 the appendix to the final environmental impact  
14 statement. It will have the whole summary and then it  
15 will have selected examples of like -- an example of a  
16 form letter, but it will have -- you know, probably be  
17 some number of the key comment letters in there so that  
18 the public can see them as well as people can go come  
19 and see them from us.

20 The final environmental impact statement, its  
21 record of decision, that whole big -- you know, it's  
22 1100 pages. That will be our official recommendation to  
23 the Secretary, so backed up by all the analysis we've  
24 done and, you know, Jeff Haskett will decide what the  
25 preferred alternative is. He'll decide what his

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1 decision is, and his decision is just on the  
2 environmental impact statement. So it's, Mr. Secretary,  
3 Fish and Wildlife Service recommends you do -- pick  
4 alternative two or pick alternative five, whatever it  
5 is. And then that will be his recommendation to the  
6 Secretary.

7 So unlike -- normally when we do an  
8 environmental impact statement, it's a decision we're  
9 making of something that we can implement, so this is  
10 very unusual for us because our decision is only a  
11 recommendation. It's not -- we don't --

12 **STANLEY MACK:** But the question is, we can  
13 make all these statements and it's still up to  
14 Mr. Haskett to send in his evaluation or his  
15 recommendation based on his analysis of the statement?

16 **HELEN CLOUGH:** Well, what he thinks is best  
17 from his role as the head of Fish and Wildlife Service.  
18 I can guarantee you, knowing Jeff Haskett, that he will  
19 certainly share with Mr. Salazar, presuming he's still  
20 the Secretary, that this is what I heard from the local  
21 people, this is what they want. We're not going to  
22 pretend -- and I can't tell you what he's going to  
23 decide. I have no idea.

24 But, I mean, if he were to recommend something  
25 that's not what you want, he will certainly share the

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1 other side as well, knowing that you all will take that  
2 opportunity as well.

3 **STANLEY MACK:** I'm going back to what took  
4 place here about three months ago, I think it was, where  
5 he was going to make a recommendation and we took some  
6 action and had that deferred, and so that led me to ask  
7 the question as to what impact does his recommendation  
8 have on the decision that the Secretary will make.

9 **HELEN CLOUGH:** I honestly have no idea. I  
10 mean, I know the Secretary will consider it, but -- I  
11 actually had the great privilege recently to sit in his  
12 office and -- on another matter. Not this topic. And  
13 he went around the table -- there were about 12 of us  
14 sitting at the table. And he didn't -- you know, I'm  
15 pretty low down in the organization with the Secretary  
16 of the Interior up there. And he went around and asked  
17 every one of us what we thought about this particular  
18 issue, and he really listened.

19 And, you know, I mean, I think he will -- I'm  
20 confident that Mr. Salazar, and I'm sure whoever else  
21 gets that job, will be very fair and listen to all  
22 points of view, because he did on another issue. And  
23 I'll be honest, I was pretty impressed.

24 And that's all I can say because I really  
25 don't know how he's going to decide or what he's -- but,

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1 I mean, I know he will listen to you all, I know he will  
2 listen to what, you know, the director of the Bureau of  
3 Indian Affairs has to say, you know, other advisers.  
4 He's got some keen staff that have been around. I know  
5 it will be a deliberative process. He'll definitely  
6 consider what he hears from here.

7 **DELLA TRUMBLE:** Just based on your discussion  
8 with Stanley and then using the example of possibly --  
9 if Haskett picks alternative five -- and this is where I  
10 have a problem with this is because this land exchange  
11 is supposed to be in the best of the public interest, an  
12 exchange for a road. And I realize why we have the  
13 other alternatives in there, but it just doesn't -- you  
14 know, we keep hearing about all these other alternatives  
15 from environmental groups saying, well, the hovercraft  
16 or a different form of ferry or both or something, and  
17 it just -- it's kind of -- kind of misleading in a way  
18 in that whole process.

19 **HELEN CLOUGH:** Thanks, Della. I don't know  
20 what to say other than -- for those who may not know,  
21 one of the reasons we have the hovercraft alternative,  
22 alternative four and five, is because the Corps of  
23 Engineers is one of our cooperators. And they're  
24 hoping, should the road corridor be approved, that they  
25 can use our environmental impact statement for the

1 decision they would have to make for the issue of their  
2 wetlands permit that would be required for road  
3 construction. And they have a very -- they have a very  
4 detailed process they have to go through to make a  
5 decision, as I'm sure many of you are aware from the  
6 last time it happened.  
7 So are there other people -- any other  
8 questions?  
9 **UNIDENTIFIED SPEAKER:** I've got a question for  
10 you. You kind of know how all of us here feel. What  
11 about yourself or people that work for you? How do you  
12 guys feel about this here?  
13 **HELEN CLOUGH:** Number one, I can't say how I  
14 feel because I have to try and -- and I try very hard to  
15 remain impartial because that's my job. And my main job  
16 is to make sure that you are fairly listened to and that  
17 the environmental impact statement -- because one of the  
18 things the law also talks about is, where this process  
19 goes to court. And so I need to make sure it's legally  
20 defensible and is fair and is non-biased. So I have to  
21 keep myself out of it and keep my opinions to myself.  
22 I would love to answer that question, but I  
23 can't. It would be really unfair.  
24 **UNIDENTIFIED SPEAKER:** Is there very many  
25 people pulling for us?

1 **DELLA TRUMBLE:** That's the real question.  
2 **HELEN CLOUGH:** Well, I mean, we had people --  
3 you know, we couldn't get there and we had to cancel at  
4 the last minute -- you know, you had people -- yeah,  
5 False Pass and Nelson Lagoon are very small towns. They  
6 were there pulling for you. The majority of the people  
7 in Cold Bay were definitely pulling for you. And at  
8 least half the people that came out in Anchorage were  
9 definitely pulling for you. I mean, so, yeah, you  
10 definitely have people that are.  
11 **UNIDENTIFIED SPEAKER:** And any chance of the  
12 Secretary coming out here?  
13 **HELEN CLOUGH:** That, I don't know.  
14 **UNIDENTIFIED SPEAKER:** PenAir would probably  
15 like to give them a ride and I sure would like to give  
16 him a boat ride.  
17 **HELEN CLOUGH:** I imagine he would like to get  
18 out here, but you can imagine how many directions he is.  
19 We do believe that Dan Ashe, who's the director of Fish  
20 and Wildlife Service -- in fact, the last time I was in  
21 King Cove it was because I got his seat on the plane  
22 because he said he couldn't come and then at the last  
23 minute he wanted to come, but a whole bunch of other  
24 people had gotten on standby. He definitely plans to  
25 come out this summer. I'm not sure -- I've heard two

1 different dates.  
2 Do you have a date?  
3 **DELLA TRUMBLE:** I heard the end of May and  
4 then the latest I heard was August.  
5 **HELEN CLOUGH:** Okay. That's kind of what I've  
6 been hearing, too. And I've been out of the office for  
7 like three weeks, so I'm not necessarily in the know.  
8 But he definitely wants to come out.  
9 We never know what the Secretary is doing, and  
10 his plans change like that. So I wouldn't say it's  
11 highly likely, but it's possible. And if he did get to  
12 Alaska this summer, I would say this would be high on  
13 his list of places to go. But I don't control his  
14 schedule.  
15 **UNIDENTIFIED SPEAKER:** You're saying that it  
16 has to include the boat or the ferry, the hovercraft or  
17 the ferry, and it just includes the roads?  
18 **HELEN CLOUGH:** We -- based on working with all  
19 the cooperators together, especially the Corps of  
20 Engineers, we decided to include all those alternatives.  
21 Quite frankly, the only alternative that, you know, Fish  
22 and Wildlife could have any role in implementing are the  
23 road alternatives or the no action. You know, we can't  
24 do a ferry. So I probably -- I don't know what Jeff is  
25 going to pick, and I'll leave it at that.

1 **WARREN WILSON:** I have a question. On your  
2 draft EIS page here, you say that the estimated cost for  
3 operation and maintenance is a million dollars and 26.3  
4 million for life cycle. I'm just wondering, where did  
5 that number come from for a little 20-mile road? Is  
6 that just to scare the government off? We ain't  
7 building that. It would cost too much to maintain. I  
8 can't see it costing that much.  
9 **HELEN CLOUGH:** No. The maintenance -- I think  
10 that is the --  
11 **WARREN WILSON:** Operation and maintenance.  
12 **HELEN CLOUGH:** Operation and maintenance was  
13 about \$150,000 a year. The million dollars a year was  
14 for the operation and maintenance of the hovercraft, as  
15 it was operating. The two road alternatives --  
16 **WARREN WILSON:** It says the hovercraft -- oh,  
17 okay.  
18 **HELEN CLOUGH:** Yeah, that's probably  
19 alternative one. I think if you look at -- pardon me  
20 while I skip to the other alternatives. But the road  
21 maintenance --  
22 **WARREN WILSON:** Oh, okay. I misplaced it.  
23 Well, that was the question any way.  
24 **HELEN CLOUGH:** Yeah. No, the road costs are  
25 about \$21 and \$23 million, depending on which one it is,



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1 and like \$150,000, \$160,000 approximately, and that's  
2 our estimate. And that would be for the new road. That  
3 doesn't include other --  
4 **WARREN WILSON:** One more comment here.  
5 **HELEN CLOUGH:** Sure.  
6 **WARREN WILSON:** You were talking about -- I  
7 noticed there was a lot of ferry talk here. We took a  
8 drive out and looked around out there this winter. That  
9 Cold Bay was blocked off with ice for at least three  
10 weeks this year or more, so I can't even -- couldn't  
11 even get a crab boat in there or a freight boat, for  
12 that matter. And it was blocked off to the end of Kelp  
13 Point over to Delta Point. And that -- you know, that  
14 is thick ice.  
15 **HELEN CLOUGH:** Yep.  
16 **WARREN WILSON:** It never lets up. You know,  
17 it finally went out here just a few weeks ago, just like  
18 all over the state. It's kind of an unusual winter, but  
19 that's what kind of weather we have up here. You know,  
20 you can keep a road open, but you're not going to get an  
21 icebreaker just at Cold Bay to get here, people across  
22 the bay. That's impractical. So just a comment.  
23 **HELEN CLOUGH:** Thank you.  
24 Yeah, I'm going to go ahead and move into any  
25 comments. And I would ask though -- Stephanie Brady,

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1 who really wishes she could be here, I know she's on the  
2 phone, and I imagine the State folks are there. And so  
3 they can hear and it will make it a little easier for  
4 our court reporter, so if people would come up. And you  
5 can just stand or take a chair.  
6 So I will move into comments, and we will  
7 record your comments at this time.  
8 **WARREN WILSON:** I want to make a few more --  
9 **HELEN CLOUGH:** Yes.  
10 **WARREN WILSON:** -- so I'll state my name and  
11 everything.  
12 **HELEN CLOUGH:** So I'll ask people to be brief,  
13 but I'm not -- you know, unless somebody goes on for a  
14 long time, I'm not going to -- you know, we're not going  
15 to time anyone or anything, because I know how important  
16 this is, but I would ask you to be brief and succinct.  
17 And so I will open up to comments.  
18 Gary, you looked like you were ready to start.  
19 **GARY HENNIGH:** I am. Okay. My name is Gary  
20 Hennigh, H-e-n-n-i-g-h, for the record. I know most of  
21 you; you know most of me.  
22 First of all, we don't need to worry a whole  
23 lot about alternative four and alternative five. That's  
24 just part of the process. The government has already  
25 insulted us pretty bad -- and I'll talk about that in a

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1 second -- but there's no way that they're going to  
2 select a hovercraft, which we know isn't going to work,  
3 or a marine ferry terminal. So it's part of the  
4 process, Helen has got to explain it, but it can't  
5 happen because it would be the ultimate insult.  
6 But the bottom line is, the government has not  
7 done us a favor. The draft EIS that we're responding to  
8 is not fair to the people of King Cove. It protects the  
9 things that they want to protect, the tundra swans, the  
10 black brant, the Steller's eider, the bear, caribou.  
11 We, on behalf of the city, the tribes, the corporation,  
12 and the borough, have spent a lot of money and have over  
13 100 pages of comments going back to the government  
14 saying, here are our mistakes, here are things that we  
15 do not believe in, you can't do this to us. It's about  
16 you, the people of King Cove.  
17 If I have to hear one more time about four  
18 tundra swans might be moved out of a nest because  
19 there's going to be a road within 1500 meters of that  
20 nest, that's not fair to the people of King Cove.  
21 Jeff Haskett is a nice guy. Helen is a nice  
22 lady. They will not be probably our friends on this  
23 issue, even though I can't speak for Helen. I respect  
24 her. Jeff has not done us a favor, and he won't. Our  
25 friends are going to be Senator Murkowski, Senator

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1 Begich, Senator Inouye, Senator Akaka, and Governor  
2 Parnell.  
3 We've all known this is coming down to the  
4 politics of being fair to the Aleuts of King Cove at the  
5 expense of sharing the Izembek Refuge with us so those  
6 15 to 20 cars a day getting you folks and myself, when  
7 I'm here, primarily to the Cold Bay Airport for your  
8 medical, your health reasons, your quality of life.  
9 It's about you folks, the people of King Cove. Don't  
10 lose sight of that. We're not losing sight of that.  
11 We're working hard to make sure that that is understood.  
12 We are also offering the federal government  
13 tonight -- we will pay for a survey that they should  
14 have done to ask the people of King Cove how many times  
15 can you not get to the Cold Bay Airport, particularly  
16 when you have a medical or a health emergency, how much  
17 grief has your family over the decades had because of  
18 not being able to have access to the Cold Bay Airport.  
19 We feel that the data that's needed in the draft EIS  
20 that's not there needs to be there to better tell our  
21 story.  
22 Our job right now is to help the government  
23 have the best possible final EIS so that they can make  
24 the best possible decision on our behalf, but we need to  
25 be very cautious that their values, because of the

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1 Izembek Refuge, are not putting the people of King Cove  
2 first, our opinions.  
3       So, anyhow, I just wanted to set the stage to  
4 let you know that for the last month, about ten of us  
5 have been working around the clock to set the record  
6 straight, to provide the information that we need to  
7 have, to give the residents of King Cove a fair chance  
8 of having this land exchange approved.  
9       And the rest of you, please don't be bashful  
10 tonight. Speak to the issue. Speak to why it's so  
11 important. We need to have you on record. And please  
12 do sign in tonight. And, particular, sign the petition  
13 that we're sending to Secretary Salazar to speak to why  
14 this is so important. Thank you.  
15       **HELEN CLOUGH:** Thank you, Gary.  
16       **DELLA TRUMBLE:** Me again. Gary and I have  
17 been doing this so long we can do this in our sleep.  
18       My name is Della Trumble and I represent the  
19 Agdaagux Tribe of King Cove and the King Cove  
20 Corporation. What I want to talk a little bit is this  
21 word "value." It's been coming up a number of times  
22 over the course of the last few days in the course of  
23 the public hearings.  
24       And I think I'd like to talk about that,  
25 number one, this EIS, first of all, needs to include a

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1 number of the letters that were initially sent, and  
2 through the course of these hearings, that fairly and  
3 honestly and openly portrays how much people in this  
4 community have gone through or lost over the period of  
5 decades, and it continues today. And the EIS needs to  
6 portray that so people picking it up are the people that  
7 are making decisions, fully understand why we have  
8 fought so hard and spent so much money to date for this  
9 road.  
10       The value of the lands that both the King Cove  
11 Corporation and the State are putting up to add to the  
12 exchange. You know, King Cove had an appraisal done,  
13 King Cove Corporation, on the Mortensens piece about --  
14 what? -- seven years ago, eight years ago -- seven years  
15 ago and that value of that 11,000 acres was well over  
16 \$1 million. That technically is not in here, and that  
17 today would be more than that.  
18       Without talking about the value of lands that  
19 were given up for subsistence, or our own use, and  
20 having a federal umbrella put over that; the value of  
21 the lives saved and the value of the peace of mind that  
22 people can travel to and from King Cove and Cold Bay  
23 without having to feel threatened or afraid; the value  
24 of these communities, the agencies, and the governments  
25 that can work together more closely instead of

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1 constantly bickering and not agreeing -- I think we have  
2 a lot to offer each other -- the value of the funding  
3 saved and people can get out on a regular flight and not  
4 turn into a medevac situation when you look at -- just  
5 the lifeline is \$30,000. When you add in the Coast  
6 Guard helicopter or a C-130 or the fact that a person's  
7 health has been compromised so much that that value,  
8 that dollar goes up, because of an increased amount of  
9 medical, and those are taxpayers' dollars. We kept  
10 hearing in Cold Bay, the concern, the big issue, about  
11 taxpayers, taxpayers have to pay this and taxpayers have  
12 to pay that.  
13       The value of the education that Izembek Refuge  
14 can contribute to the kids in the school year and the  
15 people here with the culture and the fisheries and what  
16 we can offer to educate them; the value of actually  
17 seeing our government making a decision based on good  
18 common sense -- this is something that we've fought  
19 before and that we lost in that process because it was  
20 politics -- and the value of the tax dollars saved by  
21 utilizing the most economical mode of transportation  
22 between these communities; and then considering the  
23 value of the lives that are saved, because you cannot  
24 put a dollar on that, and this basically has gone on way  
25 too long. There's no value that you can balance on a

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1 human life and a bird. There is no dollar amount that's  
2 out there that can ever say what that difference is.  
3 Thank you.  
4       **HELEN CLOUGH:** Thank you, Della.  
5       **WARREN WILSON:** I'll go ahead. Warren Wilson,  
6 for the record, King Cove resident for 50 years. I  
7 currently -- my winter job is to take care of the  
8 airport up here at King Cove. That's kind of why I had  
9 the maintenance questions. I didn't have my glasses to  
10 see the paper.  
11       **HELEN CLOUGH:** That's okay.  
12       **WARREN WILSON:** I couldn't see it.  
13       I just want to make a comment on kind of the  
14 aircraft that are used around here, flying through the  
15 canyon there, to get to Cold Bay, and it's pretty  
16 violent at times. But the aircraft that we're using, I  
17 think the aircraft is darn near as old as me.  
18       And it's used to haul freight, and they're  
19 down to one plane and one pilot in Cold Bay to handle  
20 four villages. That puts a lot of pressure on the  
21 pilots over there. We know that a Cherokee is a --  
22 Cherokee aircraft is a general aviation aircraft only.  
23 That's what they were designed for. They use them for  
24 commercial. So that's all I have to say on that.  
25       And then as far as like the people in the few

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1 other meetings we were talking about, the maintenance  
2 issue of keeping the road clear, with the equipment they  
3 have nowadays, we could keep any road clear.  
4 And then the road that goes through Lenard's  
5 Harbor itself, it's a southern exposure road. So when  
6 the sun does come out, it's going to melt the snow off  
7 the road quicker. It's not hid behind some mountain.  
8 That's a plus there for maintenance.  
9 And getting up along in the Izembek area,  
10 that's just flat land there so there's not hills to  
11 worry about where you're going to run off and kill  
12 somebody, except for along Lenard's Harbor there a  
13 little. There's a couple high hills, but that's where  
14 you be careful.  
15 And then as far as the -- we're talking about  
16 Steller's eiders and the swans. The Steller's eiders in  
17 the King Cove Bay during the winter, we see 150 to 200  
18 of those right over here in the bay, and that's right  
19 next to our village and we're driving by them every day.  
20 And every time I see them, it brings back the thought  
21 of, where are the Steller's eiders going, you know,  
22 they're living right here next to us. We're the Native  
23 people and they're the Native bird. We're living  
24 together.  
25 And then the swans, they all have wings. They

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1 can fly off to another spot to nest. And I can see that  
2 some of them lakes are probably not suitable for a swan  
3 to nest around anyway because of the food source at that  
4 lake. They have to fly out to get their food anyway.  
5 And the geese and the brant, they're just  
6 using this for a little corridor just like we want to  
7 use it for to get from point A to point B. They stop in  
8 once or twice a year for two weeks out of the year.  
9 That's just to feed so they can go on their merry little  
10 way. There is a few hunters around here that are  
11 hunting them, all the time, just to feed their families.  
12 Times are getting tough.  
13 We fly to Cold Bay for \$150 a pop. We can  
14 drive over there probably for maybe \$50. That's  
15 cheaper. That's saving money. And our corporation, the  
16 corporation folks at King Cove, if we got the road, we  
17 could access our land over there at Mortensens and  
18 Thinpoint. We see roads going out to Thinpoint now that  
19 have never been there before that are being used by the  
20 people of Cold Bay. We can't access that, unless we go  
21 over by boat or flight over to Cold Bay.  
22 And that eelgrass, I hear a lot of talk about  
23 eelgrass. I -- the only problem I have with eelgrass is  
24 plugging up my sea suction on my boat because it's  
25 drifting out in the ocean and getting caught up. It's

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1 growing very well. With this winter we had, all the  
2 lagoons froze right down to the muske (ph) that's -- and  
3 when it thaws out, it pulls it all out. We seen that up  
4 here. I drive to the airport every day. No sooner than  
5 the ice went out here two weeks, a week later eelgrass  
6 is up already. It's all green, brand-new, ready to go  
7 for the summer. So there is no trouble with eelgrass  
8 here.  
9 Then there was the talk about dust off the  
10 road going to Cold Bay and blowing in -- blowing off  
11 into the lagoons and the eelgrass won't be able to grow.  
12 We can solve that problem. We can pave that road to  
13 Cold Bay. There will be no dust. But I know that won't  
14 happen.  
15 So Cold Bay is just -- I don't know why we  
16 call it a community. It's not really a community. It's  
17 just a hub for that airport sitting there for the State  
18 of Alaska people to keep that airport open. And I heard  
19 it's only open for one airline, one airline only, China  
20 Airlines. We know that China owns the world now, at  
21 least the United States -- we're in debt so much with  
22 them -- but I don't know if that's going to help us any.  
23 Maybe if we'd go to China Airlines we'd have our road  
24 because maybe they'd want some fish or something. But,  
25 okay, that's all I have to say.

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1 **HELEN CLOUGH:** Thank you.  
2 Don't be bashful.  
3 **CHRIS BABCOCK:** My name is Chris Babcock and  
4 I'm the fire chief and also EMS coordinator for the  
5 city. And I have done -- I have been on a lot of  
6 medevacs, not only -- I've seen a lot of medevacs here.  
7 I've seen boats. I've seen the Coast Guard. And it  
8 seems like when there's an emergency and we need a  
9 medevac right away and we can't get the person out of  
10 the airport because of the weather, we think the Coast  
11 Guard is going to come in. A lot of times lately now  
12 the Coast Guard has been telling us they can't.  
13 There's been time where the Coast Guard won't  
14 even come into the airport. They've asked us to bring  
15 the patient out to the hovercraft pad because the  
16 airport -- the wind conditions through the airport are  
17 so swirly and they won't even come into the airport.  
18 So the road is the only alternative that we  
19 have. A boat leaving the harbor here, everybody that's  
20 gone by boat knows it's at least a two-and-a-half-hour  
21 boat ride to the Cold Bay dock, if you can even get off  
22 of the boat once you get to the Cold Bay dock. And  
23 we've got people that are in baskets that can't walk,  
24 can't move, and we're having to hoist them up the dock  
25 with cranes in high wind conditions and things. So the

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1 road is the only option that I see from a medical side.  
2 Thank you.  
3 **HELEN CLOUGH:** Thank you.  
4 **GARY HENNIGH:** Don't be bashful, please.  
5 **STANLEY MACK:** I'll get started. I'll get  
6 started. My name is Stanley Mack, mayor of the  
7 Aleutians East Borough, born and raised in King Cove,  
8 seen it all.  
9 You've seen the Power presentation, and there  
10 was a lot of information there. When it first started,  
11 there was a debate on the environmental impact  
12 statement. We went through a series of scoping  
13 hearings. And at the very beginning, there was a lot of  
14 speculation on the design of this corridor through the  
15 isthmus. We heard terms like -- from the environmental  
16 community, that it's like cutting a baby in half. And  
17 never once have they realized that just up the hill here  
18 a ways, there are several little babies that never got a  
19 chance in this world.  
20 Working in Cold Bay, watching the activity  
21 there throughout the years, I have seen an amount of  
22 hunters coming in, just planeloads coming into Cold Bay,  
23 and just an incredible amount of activity there, all in  
24 the name of sports, sports hunting.  
25 For the record, the Aleut people are not

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1 sports hunters. They never were sports hunters and they  
2 never will be sports hunters. We've been taught by our  
3 ancestors to take only what you need. And if you did  
4 anything more than what you need, you shared it with the  
5 rest of the families. And we still do that today. I am  
6 so thankful for that, that the younger generations are  
7 going out and helping the elders. I see that time and  
8 time again. And it just -- it's so heartwarming to see  
9 that happening.  
10 The quota that we have before us, alternative  
11 two and three, either one of them would be acceptable.  
12 Alternative two is the most inexpensive road corridor  
13 and it could be maintained at a very moderate cost.  
14 Everyone in the department has failed to look  
15 at the positive impact that this would have, not only  
16 for the people of King Cove, but for people that share  
17 the wilderness or the wildlife refuge in Cold Bay.  
18 For the past five years, I think it has been,  
19 or six years, that I've been the mayor, I have gotten a  
20 call from the U.S. Fish and Wildlife Service saying,  
21 "Could we use your bus?" Every spring that the ferry  
22 system comes into Cold Bay, there are tourists coming in  
23 there and the Fish and Wildlife Service has never had  
24 the vehicles to transport these tourists to go to the  
25 wilderness in the wildlife refuge to look at how

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1 beautiful it really is.  
2 This road, I think it could enhance the  
3 recognition of this area, not only for the beauty of it,  
4 but we could be recognized as someone important. We've  
5 shared that with them. That has never been mentioned in  
6 any of this as to what it could do to show the rest of  
7 the world just what we have out here. People speculate  
8 on it. Not only will it save lives, it will make life  
9 enjoyable for those who visit us.  
10 So I'm saying that there's a positive spin on  
11 this road corridor through the wilderness. One, it  
12 would give us a better way of life, a chance to have  
13 better health, protection. As everyone knows here in  
14 this room, if there's a pregnant woman in here, she has  
15 to leave a month ahead of time just because she can't  
16 guarantee getting to the hospital in time to have the  
17 baby. And some, unfortunately, haven't made it to the  
18 hospital. I've seen it firsthand.  
19 They say the hovercraft was an issue. Well,  
20 that's off the table for sure. And of course the  
21 argument from the environmental community is that, well,  
22 you said it saved lives. Yes, it did. Praise the Lord  
23 that it did save lives.  
24 The one instance that it stretched it beyond  
25 the limits was the night they took a passenger over -- a

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1 patient over, and the hovercraft could not get back  
2 because the conditions were such that it was not able  
3 to. But the captain, the pilot of that craft, took a  
4 chance. He went out on a limb. Had there been an  
5 accident, everything would have went goofy. It would  
6 have been just tragic.  
7 Number one, he went beyond the recommendations  
8 of the craft, but he saved a life. But had there been  
9 another incident that night, that person wouldn't have  
10 made it because there was no way an airplane nor a boat  
11 or any other vehicle could have made it to Cold Bay.  
12 These are some of the things that just  
13 happened in the past few years -- five years, I'd say.  
14 But if you go back 30, 40 years, I've seen it happen  
15 worse than that. I've seen them not make it on boats  
16 that couldn't get to the dock. The Coast Guard was not  
17 an option. The only thing they had in Kodiak was a -- I  
18 think it's called an Albatross. That used to fly out  
19 here. When the conditions were right, we'd call them  
20 in. Sometimes they didn't make it and neither did the  
21 patient.  
22 So this road corridor, number two, alternative  
23 two, is the most inexpensive and the most  
24 environmentally friendly corridor as we can possibly get  
25 there. And I encourage everyone to help support that,

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1 just a small comment that we support alternative two.  
2 Thank you.  
3 **HELEN CLOUGH:** Thank you.  
4 All right. Be brave.  
5 **BRENDA WILSON:** My name is Brenda Wilson. I'm  
6 from King Cove, born and raised in South Point, Alaska.  
7 I've heard many comments and many views on this, and  
8 I've researched it extensively in my time. I'm an  
9 adjunct professor of University of Alaska Anchorage and  
10 University of Alaska Fairbanks.  
11 And I've looked -- tried to find statistics on  
12 how important the people of King Cove think this road to  
13 Cold Bay is, and there is no research out there for  
14 that. And so I think that's where a ball was dropped,  
15 that nobody has done that, that can show what the need  
16 is, how greatly it's needed, what the effects and cause  
17 of death have had on the people who live here and have  
18 to fly on a day-to-day basis.  
19 In the past year, I have missed my flight out  
20 for teaching courses out at the University of Alaska  
21 Anchorage nine times. So I have been late for my  
22 classes that I teach a total of nine times. And when we  
23 look at the amount of money it costs -- the amount of  
24 money it costs the students I teach, it can get quite  
25 expensive.

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1 But I looked back through the historical  
2 records of the Aleut people and how they used to travel  
3 through Morzhovoi, all the way up to Port Heiden, Port  
4 Moller. There used to be up to 15,000 people that lived  
5 in the head of Morzhovoi Bay. We did not damage that  
6 tundra. We did not damage that land. We did not have  
7 contamination of that land until the United States  
8 government came in there and put their military  
9 operations in our hunting and fishing lands, and that is  
10 what is still being cleaned up yet today.  
11 We care for our land. We care for the water  
12 and the sea that our fish and our wildlife goes and eats  
13 and lives off of. And to say that we would contaminate  
14 it or make it worse is going by a lot of people trying  
15 to justify why we should not have this road.  
16 When we talk about eelgrass, on Sand Point  
17 there's a creek that goes up to the water source. And  
18 the eelgrass in that creek is more healthy today than it  
19 was 50 years ago. So to talk about the things that can  
20 affect us and affect our ability to have that road is  
21 not really factual until you talk to the elders, talk to  
22 the people that have lived in that region, not just go  
23 by historical research of someone who has never been to  
24 the region, has never looked at the facilities or looked  
25 at the land that we use extensively.

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1 I really need this road to Cold Bay. I don't  
2 want kids or young people -- especially young women in  
3 this region to go through things that I went through.  
4 I've got two living children, but I lost two  
5 children because I couldn't get out of King Cove. I was  
6 stuck here with my first child that I lost 32 years ago,  
7 and then I had my son. And on his first birthday, it  
8 was a beautiful, blowing hard day that you couldn't get  
9 a boat out, you couldn't get an airplane out, and I lost  
10 my second baby. And I don't think that's right for our  
11 young people to have to go through things that are  
12 hurtful for the rest of your life because we're not  
13 allowed to have a corridor to go through to have safe  
14 travel.  
15 We've got family members who refuse to come  
16 back to this region because they won't fly through out  
17 corridor that we have to come to the King Cove Airport.  
18 So I think this is really important. And if we're not  
19 listening to the people, if we're not remembering our  
20 ancestors -- we walked through those areas for thousands  
21 and hundreds of years. It shouldn't be allowed to tell  
22 us that we can't live in our -- and cross our  
23 traditional lands. They are our traditional lands, even  
24 if they are underneath the United States government at  
25 the moment as a wildlife refuge. Thank you.

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1 **DUSTIN NEWMAN:** My name is Dustin Newman. You  
2 have seen us fight for this road. You've seen the  
3 people's strength in fighting for this road. Again you  
4 hear the people -- again you hear the people of King  
5 Cove give their heartfelt testimony, and this is mine.  
6 We ask for a mere 206 acres of the Izembek National  
7 Wildlife Refuge for in return 56,393 acres.  
8 Izembek has cheated us; the government has  
9 cheated us. In the 14 years I've been alive, I have  
10 learned a great deal about our government, especially  
11 toward the Unangan people. The government stole our  
12 land to protect wildlife when the birds and seals were  
13 already respected. We still hunt the birds for food to  
14 feed our families and the elderly. Many of us want to  
15 have a safer way to travel, and this road is the safest  
16 for medical and financial reasons. The elders' stories  
17 give meaning to the people today on how much the  
18 government lied to the people. The government took the  
19 artifacts of the people who lived on these lands.  
20 Liberty and justice for all. We have all said  
21 this at school, liberty and justice for all. This is  
22 not justice. It is a complete defiance of justice and  
23 liberty. Stealing the land is a defiance of justice.  
24 Burning the hunting cabins is a defiance of justice.  
25 Justice has not been served for people who regularly

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1 hunted on Izembek. Liberty wasn't even shown toward the  
2 people.  
3 I am happy to say I have worked with the  
4 United States Fish and Wildlife Service. They have  
5 taught me a great deal of what they want to protect.  
6 But when it comes to saving a life, this road is the one  
7 thing that would be a lifesaving force that will get the  
8 sick, healthy.  
9 Cold Bay has the one thing King Cove doesn't  
10 have, and that's its airport. I've told this story  
11 already and my grandmother told you about what happened  
12 to her. On February 7th, 2011, my grandma was medevaced  
13 to Cold Bay by United States Coast Guard. From there,  
14 she was put on a plane to Anchorage where she stayed  
15 until October. She almost died. If the road was here,  
16 my nana would have made it safer to Cold Bay instead of  
17 flying in 80-knot winds. I thank those men to this day  
18 for saving my nana.  
19 We all have stories of how life is in King  
20 Cove, how the weather affects the way of life. We have  
21 put all our money into this road for a simple reply of  
22 "build the road." But instead you try to protect land  
23 that doesn't have sentimental value to the government  
24 and United States Fish and Wildlife Service.  
25 We're giving you 56,393 acres of land for a

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1 simple 206 acres. The government is gaining land  
2 instead of losing land. Why is this decision so hard to  
3 decide? The government isn't sacrificing anything  
4 besides losing money on sending you here for the third  
5 time to hear our stories when you're not even paying  
6 attention to what we say. We will always fight for the  
7 road to save another life. We will always be here with  
8 a flame of hope for this road.  
9 **HELEN CLOUGH:** Thank you.  
10 **GARY HENNIGH:** Don't be bashful.  
11 **HELEN CLOUGH:** If a 14-year-old can do it, you  
12 guys can, too.  
13 **UNIDENTIFIED SPEAKER:** It's easier said than  
14 done.  
15 **HELEN CLOUGH:** I can't share my opinion of the  
16 road, but I can share my opinion of the young man that  
17 stood bravely and talked like that. That's terrific.  
18 I'm really proud of him.  
19 **LONNIE BRANDELL:** Hello. Lonnie Brandell.  
20 I've lived here for 42 years. And I have a wife and  
21 I've got six girls, six daughters. Three of them are  
22 here; three are in Wisconsin. And they're actually  
23 coming up this summer, and they want to go to school  
24 here. They've been here before lots of times. And, you  
25 know, I support the road to Cold Bay.

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1 And I actually helped build the road, what  
2 we've got now, with SKW. You know, we came across, you  
3 know, a lot of wildlife. You know, they checked us out.  
4 We didn't bother them. They went on their merry way.  
5 We didn't bother nothing.  
6 And we need that road to -- we need that road  
7 to Cold Bay to save lives. I've been on many trips on  
8 airplanes, many trips on boats. We all know the story  
9 about my dad, Seward Brandell. Took him over, pushed  
10 him up the ladder -- well, I pushed and three other  
11 guys, they pulled him up. They pulled him up the ladder  
12 with a piece of rope. He just got out of surgery. But  
13 we all know that story. It was tough. Nobody should  
14 have to go through something like that to -- you know,  
15 if they want to continue their life. They should be  
16 able to drive over to Cold Bay and get on a plane and  
17 get there.  
18 You know, I have six girls. My oldest is 18;  
19 my youngest is four. You know, I'd want something, if  
20 something that happens to them, that they can get over  
21 there. You know, I don't want to sit here and watch  
22 them when there's nothing to do for them. It's tough.  
23 And, you know, going back to the boat thing.  
24 I've made numerous trips over there. We had a  
25 charter -- a season shut down for Peter Pan and we had

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1 to take ten people over at a time. We made -- we ended  
2 up being there for nine days straight. A lot of them  
3 had never been on a boat before. They were sick. And  
4 they had to be on a plane a half hour later. I  
5 remember, one of the trips, we had ten people on and  
6 five of them were puking. They couldn't go out on deck.  
7 It was too rough. I would give them coffee cups to  
8 throw up in. I mean, those coffee cups only hold so  
9 much. I felt bad for those guys. You know, they had  
10 never been on a boat before. We're lucky none of them  
11 died.  
12 And then getting them off the boat to the  
13 dock, I had to carry a lot of them. You know, literally  
14 lift them up and get them onto the ladder. So I just --  
15 you know, I support the road. Thanks.  
16 **DAVID MORRIS:** My name is David Morris. I'm a  
17 newcomer to the community. I did spend 30 years working  
18 on Alaska state ferries and I do understand ferries and  
19 traveling back and forth. In my opinion, the ferry is  
20 not an option in this area.  
21 I've been here for a year and seen the weather  
22 patterns and stuff like that and a ferry or a  
23 hovercraft, I don't believe is -- shouldn't even be  
24 thought of as an option, because the size of the ferry  
25 you're going to have to use to go through -- like he

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1 said, cutting through the ice or through some of these  
2 waves is going to be much larger than they can even  
3 sustain. So I think the road is the only option.  
4 As far as the road affecting wildlife, the  
5 pipeline is a great monument to that. They said, well,  
6 nothing is going to travel under or nothing is going to  
7 live around it, but they were proven wrong in that  
8 because wildlife is resilient. They will do what they  
9 need to do to survive. Whether the road is there or  
10 not, they're going to survive. And, you know, they  
11 survive earthquakes, landslides, and everything else  
12 that changes their environment. They say, well, this is  
13 moot so we're just going to move over here.  
14 And I don't think that the road is going to  
15 hurt anything in the Izembek, you know, but it will be  
16 monumental for this community to -- I've only been here  
17 a year and I've been stranded in Cold Bay and on this  
18 side at least ten times trying to get in and out of  
19 here, and that's just me in one year. But I totally  
20 support the road. Thank you.  
21 **DELLA TRUMBLE:** All the places we went to, you  
22 or somebody was up in the front, because technically  
23 we're supposed to be testifying to you as the  
24 government. I think -- you know, I think it would be  
25 good if you go on the other side of the table so the

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1 people up there can look at you.  
2 **HELEN CLOUGH:** Sure. I would be happy to.  
3 **DELLA TRUMBLE:** Jacki, look her right in the  
4 eye, Jacki, and you tell her why we need this road.  
5 **HELEN CLOUGH:** Whatever works for you. I  
6 don't bite. I promise.  
7 **JACKI BRANDELL:** My name is Jacki Brandell.  
8 I'm a mother. I have lived in King Cove for many years.  
9 Our families have lived here for many years, and we  
10 deserve to have a road to Cold Bay. We deserve -- we  
11 should never have had that right taken away from us in  
12 the first place.  
13 We've lived here for thousands of years  
14 without interrupting the wildlife, coexisting peacefully  
15 with the wildlife, living off the wildlife, and it's  
16 worked for how many years? How could someone come in  
17 and say, no, you can't have this road because you're  
18 gong to harm the wildlife? We care about the wildlife.  
19 We care about our people. Our children are going to  
20 fight for this road for as long as it takes until it  
21 happens. We're passionate about it and it's something  
22 that -- it should be done to justify our lives.  
23 We are important. We are more important, I  
24 would say, than to some proposed harm for a bird on a  
25 road that you don't even know for sure are going to be

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1 harmed, despite just building that road. We care about  
2 the animals and we will take care of them because we  
3 need them to survive. And we know that and we will  
4 continue to fight for this road.  
5 **HELEN CLOUGH:** Thank you very much.  
6 Next?  
7 **JOSHUA GOULD:** Hello. My name is Joshua  
8 Gould. I am a fourth generation resident of King Cove,  
9 Alaska. And my family before that lived here, lived all  
10 over the Aleutians nearby, Belkofski and Unga Island. I  
11 am an Aleut. And I've given testimony before. I do  
12 have a couple questions for you.  
13 I want to be clear, once this road is put  
14 through Izembek, it becomes State land; is that correct?  
15 **HELEN CLOUGH:** The corridor on which the road  
16 is built, yes, would belong to the State.  
17 **JOSHUA GOULD:** Is there a concern that the  
18 State will not take care of the area that the refuge was  
19 on before?  
20 **HELEN CLOUGH:** I think for some people, but --  
21 you know, it would be State land. There would be some  
22 limits on what they can or cannot do with it, but it  
23 would be, you know, their land to manage and their  
24 responsibility to maintain the road.  
25 **JOSHUA GOULD:** As a 34-year lifelong resident

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1 of King Cove, one of the things I want to say, I really  
2 respect my elders. And a lot of them who have testified  
3 here and a lot of the others who haven't, we have  
4 learned so much from them. And I'm inspired by a lot of  
5 the younger people who have testified as well.  
6 And you'll notice that throughout this course  
7 some of the younger people have actually -- you know,  
8 had mixed feelings about this because they're concerned  
9 about the wildlife also, as am I. I care about it. And  
10 I'm glad that there was a refuge, you know, throughout  
11 the whole -- you know, throughout the country because I  
12 enjoy nature and what's there. It's a part of who we  
13 are. And it's something that should be taken care of.  
14 And even though the land transfer -- I'm  
15 guessing that, you know, the Fish and Wildlife -- will  
16 they be able to monitor the people there or will they  
17 not?  
18 **HELEN CLOUGH:** I certainly hope so. I can't  
19 guarantee what our budgets are going to be like in the  
20 future, but, yeah, it would be our responsibility to --  
21 you know, if the road is built, to validate what impacts  
22 occur or not and to make sure that things are --  
23 **JOSHUA GOULD:** There are people who -- within  
24 the community who care also and can take care of what  
25 needs to be taken care of there, the land and the

1 animals. One of the things that my grandfather said --  
2 as I'm told. He died before I was born. But one of the  
3 things that he said was, "There's right and there's  
4 wrong. Do right." And that's something that has been  
5 passed down onto me, and I try to do right.  
6       There's a lot of different stages in life that  
7 people go through as they mature and get older and grow.  
8 Some of those types of things become more important to  
9 people. Like I'm concerned that that type of thing gets  
10 passed along to my children. I have several children,  
11 and I'll be passing those types of things along to them.  
12 We need to depend on taking care of our community and  
13 the land and the wildlife there.  
14       And something else. I've been told a lot of  
15 stories that -- during my grandfather's time, a lot of  
16 people really did live off the land. And when one  
17 person went hunting, if they did well, they took care of  
18 the community. And, you know, you don't see as much  
19 hunting become modernized. And one of the -- I think  
20 that with that modernization and this road, you'll see  
21 that we're changing and you'll see that we'll always  
22 take care of the land and the wildlife. And that's all.  
23       **HELEN CLOUGH:** Thank you very much.  
24       **JOSHUA GOULD:** Thank you.  
25       **LEFF KENEZUROFF:** Hello. My name is Leff

1 children. We've got to look to their future and try to  
2 keep on going for our kids. Thank you.  
3       **HELEN CLOUGH:** Thank you very much.  
4       Others who care to speak?  
5       **DELORES KOCHUTEN:** I'm Delores Kochuten, and I  
6 was born here in King Cove and was raised in Belkofski,  
7 the village. I work -- I'm on the Belkofski Tribe and I  
8 work for them as an environmentalist and I want this  
9 road.  
10       I've had -- I've lost family because of  
11 medical, can't get out of here. My sister had a baby on  
12 board, on a boat, between here and Cold Bay. She's lost  
13 a baby. And we need this road. I've had medical  
14 conditions happen to me where I've sat here for two  
15 days. In 2011, where my ankle was broken in three  
16 places, and sitting up there suffering and waiting for  
17 the weather to calm down, had to crawl down to the boat  
18 and climb on a boat to get to Cold Bay and trying to get  
19 up the ladder in Cold Bay with a broken ankle. It was  
20 pretty scary, trying to climb off the boat in Cold Bay  
21 to catch an airplane to get out. And then coming back,  
22 the weather was bad. I did the same thing, had to climb  
23 down to come back over here with broken bones. And I  
24 think we need this road. That's all I can say.  
25       **GERALDINE WILSON:** Hi. My name is Geraldine

1 Kenezuroff. I'm the corporation president. I'd like  
2 to -- I'm proposing to put that road in. I've had quite  
3 an experience. I've been medevaced out of here, thanks  
4 to people that helped me out, got me out, in time. If  
5 it weren't for them, I wouldn't be here talking to you  
6 right now.  
7       I just want to say that -- seriously if they  
8 can put the road in. We really need it. I had a  
9 medevac, my wife, heart attack. She got sick. And we  
10 had to get her out of here in bad weather. We had to  
11 call the Coast Guard. The Coast Guard had to wait for  
12 an extra hour to get up here to Cold Bay to get her out.  
13 And I was left behind, but I caught the plane the next  
14 morning.  
15       And I just wanted to say, my experience -- I  
16 do believe real bad we need a road to access Cold Bay  
17 for medevac reasons. Our children, when they grow up,  
18 they need some kind of transport besides boat in rough  
19 weather and can't make it across the bay. Cold Bay can  
20 be pretty rough and icy in wintertimes.  
21       And I've seen it many years back in the day,  
22 and I know the country back there. We used to have an  
23 Army station over there. We used to have trucks coming  
24 back where we wanted to get the road in there. I can't  
25 see why we can't to save human life and our kids and our

1 Wilson. And I am for this road because not even two  
2 months ago I had to wait five days to get out of here on  
3 medical, and it was life-threatening. And that five  
4 days was a long time. So I'm definitely for this road.  
5       **HELEN CLOUGH:** Thank you.  
6       Others?  
7       **SIMEON KUZAKIN:** Hi. I'm Simeon Kuzakin from  
8 Belkofski. You know, in my day, there were no roads  
9 them days, you know. And we used to go hiking and we  
10 used to hike from Belkofski to Cold Bay, and all we  
11 walked on was bear trails. There were so many bears  
12 around they made their own trails, and we walked in the  
13 bear trails. And that was good walking.  
14       And we used to go to Cold Bay, and we used to  
15 hunt in Izembek, you know. And we'd get -- we never  
16 wasted nothing. We got what we wanted and we went back  
17 home. And caribou, the same way. And we never wasted  
18 nothing. No roads and stuff like that.  
19       And one time we went to Cold Bay and  
20 (inaudible) couldn't get down the ladder. So the boat  
21 heisted up the crab pot, put him in the crab pot, and  
22 put him on the boat. And it was pretty bad, them days,  
23 you know, going to Cold Bay. We only had the small  
24 boats. Nowadays they have bigger boats, but still have  
25 a hard time. And if they put that road in, it will make



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1 a lot of difference. And I wish they'd do it right  
2 away. Thank you.  
3 **HELEN CLOUGH:** Thank you.  
4 Others?  
5 I see Della. She's not going to let you out  
6 of here unless you talk.  
7 **DALE GOULD:** I've got to make a comment  
8 individually as a subsistence hunter first, because I'm  
9 currently the president of the Agdaagux Tribe. I  
10 believe as far as swans that we have, in Cold Bay, a  
11 subsistence hunt coming up in August. I do have a  
12 friend in Cold Bay that loves swans. I know my freezer  
13 is getting pretty thin. We'll see if we can't take care  
14 of those for her.  
15 As the president of the Agdaagux Tribe, I  
16 thank everybody for showing up and making their  
17 comments. I know Della, Dean, Gary Hennigh, Stanley,  
18 and other members of the community have put years and a  
19 lot of time into this to try to get this road passed.  
20 They say if you give it enough time, your turn  
21 will come. Well, May 24th of this year, I was out for  
22 medical, came back on the 30th, stuck in Cold Bay for  
23 two days, and then ended up getting medevaced out for  
24 heart-related problems. Thankfully I was on the Cold  
25 Bay side instead of King Cove side or else it could have

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1 been a different outcome. But we do need this road, and  
2 I thank you.  
3 **HELEN CLOUGH:** Thank you.  
4 Anyone else?  
5 For those of you that don't want to speak,  
6 too, we have forms in the back that you can write on.  
7 You know, you don't have to write long. You can write  
8 short comments. I know speaking in public is not  
9 everybody's favorite thing to do. And, you know, you  
10 can send us e-mails. I mean, there's many ways to  
11 comment. But is there anybody else that would like to  
12 speak this evening?  
13 Gary would like to add to his comments. Oh,  
14 you have the letter from Mayor Mack.  
15 **GARY HENNIGH:** I would like to read this  
16 letter into the record. For those of you that haven't  
17 signed the petition, in the back, please do. We're up  
18 to about 50 people so far. This is a letter going to  
19 Helen's boss, Secretary Salazar, who is the Secretary of  
20 the Interior. He's the person who has the ultimate  
21 authority to make this decision. That was in the law  
22 that President Obama signed in 2009.  
23 "Dear Secretary Salazar: We, the undersigned  
24 residents of King Cove, Alaska, speak loudly tonight,  
25 May 10th, 2012, in support of a road connection from our

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1 community of King Cove to the Cold Bay Airport.  
2 "Our lives continue to be impacted in many  
3 ways because we do not have this road link. The King  
4 Cove Corporation and the State of Alaska are willing to  
5 exchange lands with the federal government on a more  
6 than 200-to-1-acre-for-acre basis. That's  
7 200-to-1-acre-for-acre basis. This is more than fair.  
8 We are even willing to accept reasonable regulations on  
9 who, how, and when this road can be used.  
10 "The waterfowl and wildlife in the Izembek  
11 Refuge are indeed special, but so are we, the residents  
12 of King Cove. We have coexisted together and will  
13 continue to do so with this road.  
14 "We need to know that our government cares  
15 about us. We firmly believe we are the public interest  
16 that Secretary Salazar must respect and honor in making  
17 his final decision for approving the land exchange and  
18 for either of the two road corridors. Thank you, at  
19 least 50 residents from the City of King Cove."  
20 **HELEN CLOUGH:** Thank you, Gary.  
21 **MAKRINA MACK:** I'm Krina Mack, the Belkofski  
22 Corp -- vice president of the Belkofski Corporation, and  
23 I do support the road. I just want to say, I have a  
24 grandson. He asked me today, he said, "Where are you  
25 going?"

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1 I said, "I'm going to a meeting."  
2 And he said, "What meeting are you going to?"  
3 I said, "I'm going to a road meeting."  
4 And he said, "Oh, I want that road to go  
5 through."  
6 And I said, "Well, why?"  
7 He said, "Maybe one of these days my kids will  
8 drive me over to Cold Bay."  
9 And he's thinking ahead of time. You know,  
10 he's thinking this road -- he's got good thoughts of  
11 this road. And I know that a lot of kids, I've heard,  
12 talk about the road going to Cold Bay. And the -- the  
13 wildlife, there's a lot of wildlife around, especially  
14 in Anchorage. The airplanes, the airport, those don't  
15 bother any bird's habitat. They stay right there.  
16 We live in a community where there's a lot of  
17 birds, there's a lot of feeding for these birds around  
18 the shoreline, and nobody bothers those birds. They're  
19 there for the rest of their lives. Even if we kill,  
20 they're still going to stay there.  
21 We have a road that's gone from -- up to the  
22 new ramps and the old ramps. That's bear country. And  
23 the bears do come every year. We don't bother them.  
24 They don't bother us if we don't bother them. And  
25 they're there -- well, they're in the snow. But, you

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1 know, they never did move. We moved in on them. But  
2 we're not going to move either. And I don't think the  
3 birds are going to move either.  
4 And with all the eelgrass and all this new  
5 grass we had at the lagoon and down towards Len's Harbor  
6 and stuff, that's where these birds are going to stay.  
7 They're going to stay there and they're going to have  
8 their nesting there. Every year they're going to come  
9 back whether we are there or not. And I'd like to see  
10 this road go through. Thank you.  
11 **HELEN CLOUGH:** Thank you.  
12 Others? Anyone else?  
13 **DELLA TRUMBLE:** Dean, get up there.  
14 **HELEN CLOUGH:** Yeah, you don't have -- I mean,  
15 I know Della would like to hear people speak and I like  
16 to listen to you, but --  
17 **DELLA TRUMBLE:** I will say something in  
18 closing. I guess -- this is Della Trumble again.  
19 I guess I know there's a lot of people in this  
20 community that aren't here right now that have an  
21 opinion in regard to this issue, a strong opinion, and  
22 in support of the road. And coming next week, until the  
23 18th, we will make sure that every voice that wants to  
24 be heard will be represented, plus all the others that  
25 we've gotten that are in the process of getting letters.

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1 And I, to be honest with you, feel bad for  
2 this community. I mean, it's probably 30 times over the  
3 years that we put people in this position, saying the  
4 same thing over and over and over again. And we've been  
5 through it enough. There needs to be -- this needs to  
6 be resolved.  
7 Helen, I know you stand here today  
8 representing the Secretary and -- in his absence. And  
9 he needs to really understand how important this is to  
10 the point of having to make a decision that involves the  
11 lives of the people in this community, that he needs to  
12 come out here and visit us to fully understand the  
13 situation. Because to make a decision without coming  
14 out here and firsthand talk to the people of how  
15 important this is to this community is basically a slap  
16 in the face.  
17 Too much time and money has been spent as we  
18 continue to use lives and compromise people's lives.  
19 And enough is enough. This can be worked out. I've  
20 said it in every community that we've done this.  
21 There's no reason that all the parties can't step to the  
22 table. When Mr. Ashe comes out, we need to be talking  
23 mitigation and how we can resolve these issues and  
24 concerns and move forward and get this road built.  
25 Because, like I say, enough is enough.

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1 Stanley and I and Gary aren't getting any  
2 younger, so we're recruiting our kids here. With that,  
3 thank you for coming.  
4 **HELEN CLOUGH:** Thank you very much, Della.  
5 One last chance. Would anyone else care to  
6 comment on the record? Otherwise, I will let our --  
7 **DALE GOULD:** I wanted to comment again. I  
8 wanted to clarify that even though I said that there  
9 were mixed feelings with some of the -- you know,  
10 younger in the community, a lot of that has, you know  
11 changed. And you'll see, young Mr. Dustin Newman there,  
12 originally he had concern for the wildlife and the  
13 refuge, but he's a support for the record, as am I. I  
14 don't know if I made that clear in my first comment.  
15 But I think that you'll have full support from  
16 the community that the road is the best option. And I  
17 think that -- I think we can take care of it. I think  
18 that we'll be able to -- as a community, we'll be able  
19 to, you know, influence our younger generations. And  
20 I'm not afraid to say to any other community members,  
21 friends, or neighbors or family if you're doing  
22 something wrong, something should be said, and I don't  
23 think that there would be that problem. We're just the  
24 type of community that has respect for our lands.  
25 Thanks again.

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1 **HELEN CLOUGH:** Thank you very much.  
2 **RITA UTTECHT:** At least I can face this way.  
3 I'm glad I was one of the last ones.  
4 My name is Rita Uttecht. And just on a  
5 personal note, with a lot of the issues that we've had  
6 with medical with me, for one, the first medevac plane I  
7 was ever on was with my son when he was two -- two  
8 months old. He had meningitis and woke up in the  
9 morning, he had a fever of 105, and it was foggy out,  
10 summertime, you know, what do we do? No planes were  
11 flying. And luckily my dad was able to take us over on  
12 his boat.  
13 Now two months old, so of course we had to  
14 have a health care provider come with us, mid level.  
15 And my husband and I, my dad, and the mid level went  
16 over and -- it took a couple of hours to get there.  
17 Luckily, it was a nice ride, had to -- you know, imagine  
18 a little baby. Of course we couldn't -- there was no  
19 way we were going to pack him up the ladder, and so he  
20 actually had to be hoisted up with his car seat. And of  
21 course, you know, being a first-time mom, being young,  
22 that was kind of disturbing for a while, you know,  
23 watching your two-month-old swaying in the air with the  
24 car seat.  
25 So that -- we got him out to -- met the

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1 medevac plane. It was already in Cold Bay, so that was  
2 a huge plus. They just were waiting for us to get  
3 there, you know, the two-and-a-half-hour boat ride.  
4 Luckily we got there because to this day he is still  
5 talked about, you know, the learning and all the health  
6 aides learning -- his meningitis stats are still talked  
7 about, that they're shocked he is still here, he is  
8 still alive. He's right back there.  
9 He had one to seven blood ratios and it was  
10 just crazy that we -- they caught it in time. And if we  
11 had to wait for a flight, if we did not have my dad in  
12 that day, because it actually was fishing season, so if  
13 he was not able to even be here, no boats were in town,  
14 it was -- yeah, he would have passed away for sure.  
15 And the second time, I was -- gone out for  
16 medical, my son was two years old. And he actually was  
17 hurting here for about two weeks. The clinic wanted to  
18 wait, and we had ugly weather. And so, again, we had to  
19 wait. Finally, eventually got out to Anchorage, a boat  
20 ride, everything just the same. I believe it was  
21 summertime again, and got him out and he actually had  
22 intussusception.  
23 And now previous -- I don't know if we just  
24 had some -- we just had somebody pass away, actually, in  
25 town with intussusception, a baby. I don't know if it

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1 was right before or right after, but he was lucky to be  
2 alive with that, too. So just being in 2007, I already  
3 had two with him, you know, two medevac experiences. I  
4 would have lost my son.  
5 And he actually got to be out on the boat as a  
6 passenger this time, not as an actual patient. But I  
7 was medevaced out last year, June. And I was having  
8 pains, and it was ugly weather. And, again, my dad was  
9 available as, you know, having his boat. And so it was  
10 a nice day, so my husband came with me and my dad and my  
11 kids wanted to go for a boat ride. And it was foggy  
12 weather, not terrible, but foggy weather here where no  
13 planes could fly.  
14 My dad is like, "Sure. Come on. And come see  
15 mom, hug her good-bye." They actually came with us, and  
16 it was really choppy at the Cold Bay dock. And it took  
17 a lot to get me -- to get me up the ladders for sure.  
18 My dad or my husband was behind me and then I had two or  
19 three, the EMS, in front of me trying to pull me up,  
20 trying to -- trying to -- if you can imagine, I mean,  
21 the stairs are stone cold, not like you prepare for it  
22 or nothing like that. They're so cold and you have  
23 to -- it's not like just a little hop, how people say,  
24 getting on the stairs. It's like how many feet away.  
25 You have to like literally not do the splits

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1 100 percent, but I'm a big girl and it took a lot to get  
2 me up there and with how many guys pushing me up in  
3 pain, that is the worst thing to do, is to go up there  
4 in that moment in pain. And with our medevacs and  
5 stuff, it's not only with leaving, but when you come  
6 back, you know, you want to come back home when you're  
7 all better, but a lot of people actually can't make it  
8 home either on this side like with a broken leg. You  
9 definitely can't -- like how Della was saying, you can't  
10 just hop down the steps. You're stuck there for a  
11 couple of days until weather gets better.  
12 We wish to have the road to easily access the  
13 Cold Bay hub. It's our hub. It's our lifeline. We  
14 have so many elders that have had to move out of town  
15 because of them not being able to get the care they have  
16 here. My Grandpa Gould is an example of that.  
17 He's -- they have a house in Bellingham,  
18 Washington, and his wife is sitting in the audience back  
19 here, Elaine Gould. And they've had to leave numerous  
20 times because of his health, where this last episode was  
21 on Christmas Eve. He was hurting and luckily we have my  
22 dad with his boat. He was able to take them over. And  
23 I personally wasn't on the boat that day, but my husband  
24 was; my uncle, Dale Gould; my dad, Dean Gould. And they  
25 had to actually take him up the steps, and here my uncle

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1 Dale, he was hurt as well. So it took how many people  
2 to get him up, and my husband could not believe how much  
3 pain my grandpa was in. He said it was definitely hard  
4 to see for sure.  
5 We had snow that day. You know, it was  
6 definitely not nice conditions on top of having to climb  
7 the ladder, you know, being in pain. And he had the  
8 surgery right away that night, Christmas Eve night. If  
9 he didn't make it out that day by the boat, he would  
10 have -- he would not be here today.  
11 And he actually did not come back home until  
12 he -- well, he's not 100 percent better yet, but he is  
13 near. He is working on getting better. And he actually  
14 didn't come home until just last month, and that's four  
15 months away.  
16 So it's terrible that people who are elders  
17 can't even come back to their home. We have so many  
18 people who want to spend their lives -- the rest of  
19 their lives here in town if -- when they're older,  
20 elder, and it's getting close to the end where you have  
21 to have the hospice care, and they can't even have that  
22 here because of not being able to get out of town. You  
23 know, they do not want -- they want to be home, but they  
24 don't want to, you know, come home to die, per se, like  
25 right now just because it's ugly weather. But that is a

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1 hard pill to chew, that our elders can't even safely  
2 come home because of our weather and our transportation  
3 issues.  
4 And it's -- yeah, it's definitely very sad.  
5 We need it. It's something that I hope that we'll have  
6 soon because I don't want to see any more lives lost.  
7 Thank you.  
8 **HELEN CLOUGH:** Thank you.  
9 Anyone else?  
10 **DAVID MORRIS:** Dave Morris again. I just -- I  
11 think, for the record, they need to have the -- which  
12 dock they're talking about at Cold Bay, because it's  
13 like a quarter of a mile off the beach. And the steel  
14 ladder, you can -- depending on the tide, it might be  
15 30 feet to the top of it that you're climbing up. So I  
16 think somewhere in there, there needs to be a picture of  
17 that dock that Rita was referring to, because it's not  
18 something that anybody wants to climb up and down if  
19 they're hurt.  
20 **HELEN CLOUGH:** Thank you.  
21 Anyone else?  
22 **GARY HENNIGH:** Gary Hennigh again. Just one  
23 final comment. Please, if you haven't signed in to show  
24 that you were here, please do so. If you haven't signed  
25 the petition, please do so. And, everybody, please take

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1 an orange, an apple, a handful of grapes, cookies.  
2 Those are all provided by Helen and the government and  
3 Joan, so please take the food so we don't have to take  
4 it any further and carrying it -- well, you carry it  
5 out. But please sign the petition, sign the fact that  
6 you were here. That record is very important. And  
7 thank you all on behalf of the service for showing up.  
8 **LONNIE BRANDELL:** I've got one question.  
9 **HELEN CLOUGH:** Sure.  
10 **LONNIE BRANDELL:** Don't know if the pilots  
11 that fly in and out of here, if they're against the road  
12 or are they for the road? Have they ever made a  
13 testimony to say what they go through with people losing  
14 their lives? I mean, you know, when you're in their  
15 plane and they close the door and take off, you're in  
16 their hands. Have any of them ever made a testimony to  
17 say, hey, as pilot, you know?  
18 **HELEN CLOUGH:** I don't --  
19 **LONNIE BRANDELL:** Does anybody know about  
20 that?  
21 **HELEN CLOUGH:** Gary may have something.  
22 **GARY HENNIGH:** Yes. Gary again. Excellent  
23 question, Lonnie. And at the meeting Thursday night,  
24 last Thursday night in Anchorage, Orin Seybert showed  
25 up. Orin talked about the history, serving King Cove.

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1 He said if there was any community that ought to have a  
2 road because they can have a road because of how close  
3 they are to Cold Bay, it needs to be King Cove. Orin  
4 says, "I've got great pilots. We do the best we can,  
5 but there are times when Mother Nature works against  
6 us." So I take it right from the top, Orin, what he  
7 said. He went on record back in 1995 when we first  
8 started this to Senator Stevens, then Senator Frank  
9 Murkowski, and Don Young, said the same thing, that we  
10 love the people in King Cove, but we will be very happy  
11 when the day comes that there can be a road so that we  
12 don't have to get in there at times when we don't want  
13 to get in there.  
14 So, to me, whatever the pilots say is fine,  
15 they're good guys as we all know, but Orin saying what  
16 he said, I think, speaks to where PenAir is on that  
17 issue.  
18 **LONNIE BRANDELL:** Right. Yeah. I mean, I  
19 know the pilots, the stuff they come in on sometimes,  
20 and I take my hat off to them.  
21 **GARY HENNIGH:** Thanks.  
22 **HELEN CLOUGH:** Thank you.  
23 Well, again, I thank you very much for coming  
24 and for speaking from your hearts and sharing the  
25 information with us. And we certainly will --

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1 obviously, we'll have the transcript of the meeting.  
2 And then I do hope that we will at least have Director  
3 Ashe -- obviously, I can't speak for the Secretary --  
4 maybe his representative -- but I'm pretty far from --  
5 but I appreciate what you're saying and I certainly will  
6 carry the message back that it would be nice if he would  
7 come.  
8 And, obviously, I'll be in touch with Gary and  
9 the mayors and Della and others. So, again, thank you  
10 very much for coming. Please help yourself to goodies.  
11 And I really appreciate your time and all the effort  
12 you've put into this.  
13 (Proceedings adjourned at 8:30 p.m.)  
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I, VALERIE MARTINEZ, RPR, and Notary Public in  
and for the State of Alaska do hereby certify:

That the proceedings were taken before me at the  
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IN WITNESS WHEREOF, I have hereunto subscribed  
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\_\_\_\_\_  
VALERIE MARTINEZ,  
Registered Professional Reporter  
Notary Public for Alaska

My Commission Expires: June 22, 2014

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