

MEMORANDUM

To: Sally Jewell, Secretary

From: Kevin K. Washburn, Assistant Secretary – Indian Affairs *K.W.*

Date: October 28, 2013

Re: Report requested from Secretary Salazar on March 21, 2013, on medical evacuation benefits of proposed road from King Cove to Cold Bay, Alaska

I. Introduction

On March 21, 2013, Secretary Ken Salazar directed our office to undertake additional government-to-government consultations in King Cove, Alaska, related to the proposed Izembek Land Exchange/Road Corridor. Specifically, we were asked, pursuant to the trust responsibility to Indian tribes and Alaska Natives, to conduct consultations with the relevant tribal governments and Alaska Native Corporations, tour the area, assess the needs of the community and the potential medical evacuation benefits of the proposed road, and report back to the Secretary of the Interior. The order also directed us to address the emergency medical needs of King Cove in consultation with the Indian Health Service.

All of this work has been completed and our report is provided below. We provide, first, an overview of our visit, and then a discussion of how we understood the assignment, followed by a summary of the main points provided by the community as to their desire for the road and their dissatisfaction with the alternatives.

II. Overview of Visit

After several discussions with members of the community, the visit was set for late June. Prior to our visit, we consulted with the Indian Health Service (IHS). The IHS provided limited information, which is included as an attachment. The IHS further recommended that we consult with Eastern Aleutian Tribes, Inc., a non-profit tribal consortium that has a P.L. 93-638 self determination contract to operate the health clinics at King Cove and Cold Bay. We further learned that IHS healthcare in most or all of Alaska is run by tribal consortia through tribal self-determination contracts. As a result, on Wednesday, June 26, 2013, we consulted extensively in Anchorage with the Alaska Native Tribal Health Consortium (ANTHC) and toured the Alaska Native Medical Center, the only Level II trauma center in Alaska.

On Thursday, June 27, we traveled to Cold Bay and King Cove to visit the communities, returning Saturday, June 29. During our travel, we were joined by a small contingent of staff from state and local governments, as well as U.S. Senators' offices. A more detailed description of our itinerary and consultation work is provided as an attachment.

III. A Word About our Methodology

Secretary Salazar premised our involvement in this inquiry on the fact that the United States has a unique trust responsibility to tribal communities and Alaska Native Corporations. Our directive was to assess the medical evacuation benefits of the proposed road. Our methodology was prescribed: a visit to the King Cove community, tribal consultation, and consultation with medical experts. In light of the prescribed

methodology, we took our assignment to be, in essence, to travel to King Cove and obtain the views of the relevant tribal communities, supplemented by the views of medical experts. In light of this prescribed methodology, almost all of the information we gathered during our visit, perhaps not surprisingly, was strongly in favor of building a road.

Our consultation work, as Secretary Salazar recognized, is in furtherance of our trust responsibility. In this instance, the Secretary of the Interior's task would have been much easier if Congress had recognized that there is a trust responsibility to the tribal communities and explained what the trust responsibility requires in this context. It is, after all, the responsibility of Congress to define the scope of the trust responsibility to Indian tribes in the first instance. Unfortunately, in the Public Land Act that called for the analysis of the land exchange, although Congress referred to "trust" in numerous sections of the legislation dealing with other Indian tribes, it omitted any discussion of the trust responsibility in the context of the proposed Izembek land exchange. Indeed, to read this legislation, it would be easy to overlook the fact that there were Indian tribes with a stake in this matter. Congress's failure, however, does not mean that there is no federal trust responsibility to the tribal communities involved, as Secretary Salazar recognized in directing us to hold government-to-government consultation on the matter.

In the absence of specific guidance from Congress, we conducted our consultation and prepared this report being guided by existing, well established standards and policies for discharging our trust responsibilities, such as President Obama's Executive Order on Tribal Consultation. We worked, consistent with the trust responsibility and the Executive Order, to insure that the relevant tribal communities have been consulted on this important matter which, the community believes, has important tribal implications. We engaged in active listening to understand the views of the tribal entities involved here. We viewed our task not to produce a "balanced" report as to the merits of the road issue overall because we were asked to focus only on one important aspect of the road issue and were instructed to consult only with the relevant tribal communities and medical experts. We believe that this report fairly presents the tribal views in this decision making process and thus meets the Administration's consultation duties under the trust responsibility.

One other note on tribal consultation: the relevant tribal communities asserted that their ancestors had hunted, fished and otherwise used the Izembek area since time immemorial. Despite their communities' long history in this area, they assert that they were not consulted about the establishment of the refuge. We did not verify this information, but we have no reason to doubt these assertions. When the Izembek National Wildlife Range/Refuge was established as a range in 1960, and then as a refuge in 1980, tribal consultation was not as routine as it is today. The asserted lack of consultation at the time of the establishment of the refuge is a sore point for members of the King Cove community. They believe that the establishment of the refuge has significant ramifications on their ability to have a road now.

IV. Summary of Information Provided by the Community and Medical Experts

In this isolated community in the Northern Pacific Ocean, 625 miles southeast of Anchorage, the citizens report that weather, in the form of fog, rain, snow, high winds, high seas and other routine weather events, can dramatically complicate travel. They told us that travel by air or by sea, to or from King Cove, can be dangerous and uncertain under relatively routine circumstances. Extreme weather is not extraordinary in

the Northern Pacific, but we heard concerns that extreme weather incidents may become even more common due to climate change.

In King Cove, the travel uncertainties revolve around the timing of travel. We were told that people who urgently need medical care must sometimes wait for long periods of time to be evacuated. After talking with medical staff in Anchorage, Cold Bay, and King Cove, we learned that, in incidents involving trauma and urgent medical care, time is of the essence. According to medical experts, a matter of a few hours can make the difference between life or death, or in less severe cases, a return to full health rather than permanent disability.

King Cove residents reported numerous tragic circumstances in which a member of the community needed serious medical help quickly and was forced to wait. A secondary effect they report is that, due to past incidents with air travel, some members of the community are traumatized by flying. In light of this reality, residents were frank with us about their desire to have a road not solely for medical evacuation, but also for other routine needs and convenience. For example, we heard that a storm that prevents a medical evacuation for three days can also delay a vacation or other travel for the same amount of time. Simply said, they want to be able to reach the Cold Bay airport by driving so that they have more access to reliable travel to Anchorage, for *all* purposes. In sum, they told us that travel difficulties affect all aspects of their lives and are not limited to medical emergencies.

Need must be evaluated, of course, in the context of alternatives. We heard discussion about several alternatives to travel by road, none of which the community believes is adequate.

Travel by air. The fastest travel alternative in an emergency is air travel. However, the community told us about multiple air travel accidents resulting in death during severe weather incidents in the 1980s and 1990s. As a result, evacuation by air seems to have been used less and less often when weather conditions are extreme. Even in more recent times, however, the community reports that harrowing circumstances have occurred. While the airstrip may be located in the best place possible near King Cove, it is surrounded by the ocean and land masses with significant elevation. Simply adding wind to the equation creates problems, according to the community. In sum, it appears that the geography poses risks to air travel, even in routine circumstances.

In the most serious circumstances, medical professionals told us that even the U.S. Coast Guard will refuse a rescue attempt. The history provided to us demonstrated that when flights are made in marginal conditions, it puts lives (other than just the patient's) at risk. One of the most extreme successful medical evacuations we heard about involved a Coast Guard helicopter that, due to high winds, required four hours and 45 minutes to reach King Cove, and only 13 minutes to make the return flight to Cold Bay. In sum, it is clear that air travel is often not possible. This makes air travel unreliable, frequently producing delays in obtaining care during medical emergencies. The community worries that such delays can result in death or long term disability.

We narrowly avoided problems with air travel ourselves. On the day we left Anchorage for Cold Bay and King Cove, flights on the previous two days had been cancelled because volcanic activity in the area. (Of course, a road through the Izembek refuge would not have solved this particular problem because it prevented any flights from Cold Bay to Anchorage.)

Travel by sea. This is a community that is fairly comfortable with sea travel generally. Many of the members of the community make their livelihood in fishing. According to the community, though, travel by sea, usually by fishing vessel, has significant drawbacks in the context of emergencies. While sea travel appears to be possible more often than air travel, the community reports that it is fairly difficult for anyone but able bodied people to board or disembark a boat in rough seas at Cold Bay. When circumstances have required evacuation of a seriously ill or injured person by boat, the community reported that patients have occasionally been moved from the boat to the dock using makeshift methods that are neither easy nor safe.

We personally experienced travel by sea. During our trip, we traveled by sea from King Cove to Cold Bay. The 53-foot boat that we had been chartered for us was determined not to be large enough for comfortable travel in such conditions (winds and high seas) so, after a couple of hours of waiting around, our hosts obtained a larger, 73-foot vessel to ferry us to the airport at Cold Bay. Though windy, rainy and cold, the trip was uneventful until we reached Cold Bay roughly two-and-a-half hours later. When we reached Cold Bay, it was necessary to step from the boat to a wet metal ladder made of rebar-like material and to climb 10 to 15 feet to the deck of the dock. With rain, high winds, and temperatures in the 40s, it was not easy to climb from the boat onto the dock. And, of course, we were traveling under the relatively tame conditions of late June.

Hovercraft. The community's experiment with a hovercraft is well-known. We understand that the community was not satisfied with the hovercraft for a variety of reasons. One complaint we heard was about the high cost of maintaining the vessel, which the community felt was unsustainable. We were also told that there were frequent times when the hovercraft was unable to travel due to maintenance/service issues and weather. We were told that hovercraft operations were sometimes not reliable in high winds and that sometimes could not cross the bay, and other times, could not return.

We did not see the hovercraft, but we stopped and visited the remnants of its launch site. Remains include concrete and steel beams. The shelter where the hovercraft was kept had apparently been destroyed by high winds.

Telemedicine. During our visit to the Alaska Native Tribal Health Consortium in Anchorage, we inquired about telemedicine. We were told that telemedicine is in use and is an important part of medical care in communities like King Cove: During our tour of the Clinic at King Cove, we noticed that telemedicine is being used, both for prescribing drugs and for some medical care issues. However, telemedicine reportedly has serious limitations in dealing with trauma situations. The problem is that many emergencies require specialists, such as surgeons or obstetricians, who need to work "hands on" the patient. While medical professionals report that telemedicine can help community health representatives and midlevel health professionals, such as physician's assistants, with some diagnoses, a surgeon cannot perform surgery via telemedicine. Nor can an obstetrician perform a cesarean section delivery. In sum, telemedicine has improved medical care at King Cove, but the community does not feel that it is an effective alternative to evacuation for medical emergencies.

Full Service Medical Facility at King Cove. We heard during our visit that community health representatives and "midlevel" health professionals are very capable in rural Alaska. They were described as, in some ways, the backbone of the health structure for rural communities. They can provide

some sorts of treatment for chronic illnesses and can even treat some more immediate medical traumas, such as stitching up a wound. We were told that they can also help stabilize patients in urgent medical situations. However, they have limitations. We are told that it is simply not realistic to provide full surgical medical care in small communities in rural Alaskan communities like King Cove. Even with a family practice doctor, trips to Anchorage would nevertheless be necessary for many medical traumas, such as cardiac trauma or head injuries, where anesthesia, surgery and experienced specialists might be needed.

Road. The community strongly supports the road alternative. The road would be lengthy and unpaved; it would likely take one-and-a-half to three hours or more to travel to Cold Bay, and might also be difficult to travel during very bad weather. It is also possible that it would be difficult to keep the road clear during severe weather, but the community believes that it would be safer than air travel and, for some members of the community, preferable even during good weather. With a road, residents told us that it would always be simply a matter of hours, rather than days, to transport a patient with urgent medical needs to the all-weather airport in Cold Bay. They said that they have confidence that the road would be passable when none of the other options are available. We also heard from the members of the King Cove community that they have experience in such matters and they believe that they can keep the road open even during severe weather, if necessary. We heard a little more skepticism about the ability to keep roads open in bad weather from residents of Cold Bay, but they were not part of the tribal consultation. The King Cove community has a significant emotional investment in and desire for a road. It now has a significant financial investment as well; at the time of our visit, they had nearly completed several miles of road to the Northeast Corner.

Attachments:

Memo from Secretary Ken Salazar (March 21, 2013)

Annotated Itinerary of June 26-29 travel to Alaska

Text of Omnibus Public Land Management Act of 2009 – Subtitle E – Izembek National Wildlife Land Exchange

Letter from Indian Health Service

Transcript of Consultation Session in King Cove

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THE SECRETARY OF THE INTERIOR
WASHINGTON

MAR 21 2013

Memorandum

To: Assistant Secretary – Indian Affairs
Director, U.S. Fish and Wildlife Service

From: Secretary *Ken Salazar*

Subject: Izembek National Wildlife Refuge, Land Exchange/Road Corridor

The Department of the Interior has a pending final decision concerning the Izembek National Wildlife Refuge, Land Exchange/Road Corridor as directed under the 2009 Omnibus Land Act (2009 Act).

If that decision were to approve the land exchange authorized in the 2009 Act, the Act requires the Secretary of the Interior to determine that the exchange, including construction of a road between the City of King Cove, Alaska, and the Cold Bay Airport, is in the public interest. However, the 2009 Act does not provide a process for making a public interest determination.

Over the last several weeks, Alaska Natives from King Cove have travelled to Washington, DC, and met with the Secretary of the Interior, Assistant Secretary – Indian Affairs, and the Director of the U.S. Fish and Wildlife Service to present their views that a non-commercial road be authorized for medical evacuations from King Cove based on life safety concerns.

Based on their request, I believe that additional steps are appropriate before a final decision is made. Accordingly, I am directing the following actions be taken:

Pursuant to the unique trust relationship, the Assistant Secretary – Indian Affairs will visit King Cove to hold additional government-to-government consultations, including the Agdaagux Tribe of King Cove, the Beikofski Tribal Council, King Cove Corporation, City of King Cove, the Aleutians East Borough, and the Aleut Native Corporation. The Assistant Secretary will tour the area to assess the medical evacuation benefits from the proposed road, and provide a report to the Secretary of the Interior. In preparing the report, the Assistant Secretary will address whether and to what extent the road is needed to meet medical emergency requirements of King Cove. The report should specifically address, after consultation with the Indian Health Service, the emergency medical needs of King Cove. The Department will provide all necessary support for the Assistant Secretary to complete this assignment.

The Secretary of the Interior will also hold an official meeting in King Cove and receive written and oral testimony on the medical evacuation benefits of the proposed road.

The information gathered from the Assistant Secretary's report and the Secretary's official visit will be used as part of the Secretary's determination on the proposed land exchange/road corridor under the 2009 Act. If during these additional reviews there are significant new circumstances or if there is information relevant to environmental concerns that have a bearing on the proposed action or its impacts, the Department will conduct a supplemental NEPA process.

In reaching the Department's final decision on this matter, the Secretary will consider the full record before the Department, including the final Environmental Impact Statement of the U.S. States Fish and Wildlife Service, information presented in the Assistant Secretary's report, and the Secretary's public meeting in King Cove.

Thank you for undertaking this effort.

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Annotated Itinerary

The following is the itinerary of events and meetings that we undertook in Alaska pertaining to the topic of the proposed King Cove road.

WEDNESDAY, JUNE 26, 2013:

8:00am **Meeting with Alaska Department of Natural Resources and Pat Pourchot**
Present from AK DNR were Alaska DNR Commissioner Dan Sullivan, DNR Deputy Commissioner Ed Fogels, State Project Manager for the Izembek Road Project Samantha Carroll and Deputy Director of the Division of Mining Land and Water, Marty Parsons.

During our visit with the Alaska DNR, staff showed us a short video of a small boat going from King Cove to Cold Bay during stormy seas (similar to conditions that might require a medical evacuation by boat). The Commissioner said that the state views the road as critical for the citizens of King Cove and their well-being. The Deputy Commissioner showed the area on a large map and showed which land would be exchanged. The Deputy Commissioner expressed frustration with the amount of time it has taken for the process to unfold and expressed the view that the exchange was very much in the interest of the Department of the Interior.

The DNR staff discussed the land exchange legislation and provided views on its requirements. They also suggested that "health impact assessments" (HIAs) might be useful in this context. HIAs are commonly used in the context of natural resource development proposals.

11:00am **Meeting with Aleut Corporation.** Participants included Aleut Corporation President Thomas Mack and Board Member Jenifer "Ginger" Samuelson-Nelson.

The Aleut Corporation is an Alaska Native Corporation that has many shareholders in King Cove and owns much of the Alaska Native land in the area. Both Mr. Mack and Ms. Nelson told us that they were raised in King Cove. They stated that the need for the road was demonstrated by the history of medical evacuation efforts from King Cove. They told us there have been several aircraft crashes involving King Cove flights due to inclement weather (both Mack and Nelson personally know victims of plane crashes).

They explained that, due to the limited medical care the health clinic in King Cove is able to provide, pregnant woman are directed to leave King Cove and live in Anchorage for several weeks prior to their due date. Ms. Nelson, who is a mother, attested to these facts based on personal experience. They indicated that for high risk pregnancies, this time period is often much longer. They described this as not only difficult, but costly.

They pointed out that many critical care issues requiring medical evacuation, such as a heart attack, are unexpected. Mr. Mack and Ms. Nelson described several other urgent care incidents that have occurred in recent memory, including a serious case of appendicitis, infant children with viruses, and an elderly person with a broken leg. In the case of the broken leg, they explained that the person was not able to get out of town for three days due to the weather and that a broken leg was not deemed urgent enough for a "lifeflight" emergency medical evacuation.

Mr. Mack and Ms. Nelson told us that the town has other concerns about natural disasters, including volcanoes and earthquakes that may create a need for a mass evacuation. (Indeed, Alaska experienced a volcanic eruption along the Aleutian chain and an earthquake on the mainland during our visit.) They also stated that even during medical evacuations via U.S. Coast Guard helicopter, the Coast Guard baskets are difficult to use for those who are seriously injured, the elderly, and small children.

They stated that during medical evacuations via boat across Cold Bay, the ability to safely climb the long metal ladder up to the Cold Bay dock is of equal concern for seriously injured, elderly and small children so they must sometimes be placed in a "crab pot" and hoisted up to the dock from boats.

1:00pm Meeting with medical experts from: Alaska Native Tribal Health Consortium, Alaska Native Medical Center, Southcentral Foundation, Aleutian Pribilof Islands Association and Eastern Aleutians Tribes. Meeting participants included Andy Teuber, Chairman and President of ANTHC; Mike Zacharof, Board Member of ANTHC representing Aleutian Pribilof Islands Association; Roald Helgeson, Chief Executive Officer, ANTHC; Valerie Davidson, Senior Director of Legal and Intergovernmental Affairs, ANTHC; Dr. Paul Franke, Interim Hospital Administrator, ANTHC; Dr. Patti Paris, Chief Physician, Emergency Department, ANTHC; Leatha Merculieff, Vice President of Customer Relations, ANMC; Carolyn Crowder, Health Director, Aleutian Pribilof Islands Association; Tara Bourdukosfky, Human Services Director, Aleutian Pribilof Islands Association; Edgar Smith, Eastern Aleutian Tribes; Tara Ferguson, Eastern Aleutian Tribes

The Alaska Native Tribal Health Consortium (ANTHC or Consortium) owns and operates the medical center in Anchorage. The Consortium was an undertaking by the Alaska tribal communities to deliver healthcare to all 229 Alaska tribes. There are approximately 2200 employees in the organization.

As a Level II trauma facility, Alaska Native Medical Center (ANMC) is the most comprehensive trauma hospital in all of Alaska. (For context, the level is based on a rating by the American College of Surgeons on medical facilities. Level I is an academic facility with 24-7 services of all kinds including neurosurgery, thoracic surgery, etc. Level II facilities offer virtually all of these same services including neurosurgery, but without the academic component. Level III facilities offer general surgery only.)

Edgar Smith, President of Eastern Aleutian Tribes, Inc. (EAT) told us that his organization runs the King Cove and Cold Bay clinics through a federal self-determination contract. He described King Cove as a small fishing community with the worst weather in Alaska. As the hub airport for the Aleutian chain, Cold Bay is a stopping point on most medical evacuations from King Cove. He told us that the medical care provided through the clinics in King Cove and Cold Bay is emotionally and physically taxing because it is difficult for a medical professional to work in an environment with significant needs, but only very limited resources. He said that this creates a high burnout rate among medical providers who work there.

We were told that King Cove possesses no full-time doctor. It has two "mid-level" health care providers, either Physician's Assistants or Nurse Practitioners. Ordinarily, one of those mid-level providers will travel on the medical evacuation trips (whatever the mode of evacuation transport may be). In addition to

the mid-level health care providers, we were told that King Cove has “community health aids,” who have less training. A community health aid has specific guidelines on patient care that were developed for their use. We were told that most rural Alaska tribal communities have one to three health aids and that they tend to be very capable. In King Cove there are three community health aids and slots for two nurse practitioners (currently there is only one nurse practitioner in King Cove). In Cold Bay there is one community health aid and one mid-level healthcare provider. The health clinics offer antibiotics and primary care at King Cove and have a “code cart.” The medical experts told us that, for more serious matters, “transportation equals access to healthcare.”

We asked the medical experts about the type of situations that may call for medical evacuation. We were told that the circumstances requiring evacuation span a wide range, including acute chest pain with a moderate-risk patient, severe abdominal pain, high-risk pediatric patients such as pediatric respiratory issues, older people with infections, and trauma incidents such as fishing, snow machine and automobile accidents.

Medical evacuations are carried out in several different manners. We were informed that the commercial carrier Grant Air flies into Cold Bay. If weather prevents Grant Air from landing in King Cove, then the U.S. Coast Guard will attempt to land in King Cove. The Coast Guard operates out of a base in Kodiak, Alaska.

We were told that medical evacuation by air is expensive, and that the costs have increased in recent years. The average cost of an ordinary roundtrip plane ticket from King Cove to Anchorage is approximately \$1,000. We were informed that the medical evacuations cost \$25,000 - \$30,000 per trip, which is paid for by the ANTHC. We asked how often there were medical evacuations out of King Cove and we were told medical evacuations out of King Cove happen, on average, approximately once a month. We were informed that the health clinics in Cold Bay and King Cove are used to stabilize patients in need of transport and prepare them for safe transport but generally the class of patient needing transport would not be subject to actual treatment in King Cove.

We were told that the patient population in King Cove is “very chronic” with needs for care for continuing illnesses, such as diabetes. We were informed that there is a high “no-show” rate for medical appointments in Anchorage by King Cove residents because of the unreliable travel. Additionally, we were told that to see a specialist in Anchorage it may take two to three months to obtain an appointment. If the patient misses the appointment due to travel difficulties, we were told that it may be several months more before they can be seen. As a result, it is not uncommon for patients to be seen six to nine months after the original appointment was made.

While primary healthcare and dental care must be offered in Anchorage, EAT and ANTHC officials said that they make an effort to provide some of this care in King Cove each year. Dr. Scott, the primary care physician, makes scheduled visits to King Cove twice a year. Under the federal regulations governing King Cove’s Headstart program, basic dental exams must be provided 90 days before the beginning of the school year. Reportedly, King Cove frequently requests waivers because the dental provider comes to King Cove only two times a year and cannot see all the patients. They explained that it is a challenge to fly children out of King Cove. Due to logistical issues such as weather delays, an ordinary trip to the dentist can become a weeklong trip.

We asked whether “telemedicine” could be part of the solution to the provision of health care in King Cove. Dr. Helgesen, Chief Executive Officer of ANTHC, said telemedicine can include video-conferencing, scanning an EKG (echocardiogram), managing/monitoring patients from the time something acute happens until they leave the community. They informed us that “tele-health” can be helpful for physicians to guide the community health aid but is not a substitute for primary care. Advanced trauma and tertiary care all must go to Anchorage. We were told that even telemedicine has reliability problems due to weather. We were told that the clinics in King Cove and Cold Bay are on satellite communication systems so connectivity issues can be problematic when the weather is poor. (We later learned that frequent cloud cover was one of the key reasons the air facility was placed at Cold Bay during World War II – the cloud cover would make it less likely to be discovered by Japanese aircraft on reconnaissance missions.)

The medical staff mentioned a medical concept known as the “Golden Hour.” The basic concept is that the Golden Hour represents the time immediately following a traumatic injury during which, if medical treatment is provided, the patient has the highest likelihood of survival. We were told that this short time period to stabilize a trauma patient safely can actually extend up to six hours. The shorthand way they described this concept is that “time is muscle” or “time is brain.” In other words, time without treatment can result directly in the loss of either of muscle or brain function.

We were told that there are three times when people commonly die from serious trauma:

- 1) immediately
- 2) within the “golden hour” (or roughly the first six hours from the initial trauma); or
- 3) days or weeks later in the ICU due to complications.

It was explained that the longer it takes for the patient to obtain initial treatment after trauma, the higher risk of serious issues in recovery, including permanent injury and/or potential death.

We were also told medical equipment often cannot be brought on the plane due to weight and balance limitations on the small aircraft that fly from King Cove to Cold Bay, but medical equipment could move in an ambulance with the patient if there was a road. In other words, surface transportation would improve the air transportation. We were told that Cold Bay has excellent air access, even in bad weather, due to its 10,000 foot runway. According to ANTHC staff, if a patient can be transported to Cold Bay, usually there is very little difficulty in reaching Anchorage. According to Roald Helgeson, Chief Medical Officer, ANTHC, “from a medical standpoint, it is fundamental that this [road] happen.”

The medical experts noted that despite the logistical challenges posed by the weather, King Cove has a very good overall health care system, comparable to the best anywhere in rural Alaska. Access problems like King Cove’s are common in rural communities in Alaska. However, most rural Alaska communities are not located so close to an airport with the all-weather reliability of Cold Bay’s airport.

THURSDAY, JUNE 27, 2013:

8:30am Breakfast with Geoff Haskett, Regional Director Alaska FWS and Pat Pourchot, Special Assistant to the Secretary for Alaska Affairs

Mr. Haskett informed us of the Fish and Wildlife Service's robust efforts to consult with stakeholders in the King Cove community and described some of the meetings that FWS and Office of the Secretary leadership had conducted in King Cove.

10:00am Depart Anchorage, Alaska for Cold Bay, Alaska

Our flight from Anchorage to Cold Bay was the first flight in three days. Flights to and from Cold Bay had been cancelled on the previous two days due to an eruption of the Pavlof Volcano, which apparently was spewing a plume of cinders reaching up to five miles high.

12:30pm Lunch at Cold Bay Community Center with Cold Bay Mayor Jorge Lopez, Aleutians East Borough Assemblyman Hap Kramer, local Cold Bay residents, and Fish and Wildlife Service Employees

We were welcomed to the Cold Bay Community Center by Mayor Jorge Lopez, local Cold Bay residents and two FWS officials. We visited informally with local officials and residents to hear their views on the proposed road. Perhaps a half-dozen residents attended the meeting.

The Mayor told us that Cold Bay has a population of 102. He remarked that this is a difficult issue because members of his community tend to see the road issue differently than the King Cove community and yet he believes that it is important for the two communities to have a good relationship.

One resident remarked that he was an educator who lived in the Midwest who brought his family to Cold Bay during the summer, in part to hunt and fish. He explained that Cold Bay residents could travel and hunt on and off the refuge without permits. He was concerned that, once built, the road would be used by King Cove residents regularly – not just in the case of medical evacuations. He explained building the road would disturb the ecosystem of the wildlife on the refuge which would then affect hunting and fishing on the refuge.

Another resident expressed skepticism about the utility of the road, saying that it is just as difficult to drive as to fly in a "white-out" and that keeping the road clear would be difficult. He also noted that it would be difficult to safely drive a "big box ambulance" across the refuge in 80 mile-per-hour winds. He said that water is generally the most reliable form of transportation.

1:45pm Cold Bay Clinic visit to learn about the role the clinic and medical personnel play in supporting King Cove and area medical evacuations

We toured the Cold Bay Health Clinic. The clinic has very few patients from the Cold Bay community and very little primary care occurs there. However, the Emergency Room is often used for stabilization and holding patients until they can be medically evacuated. The Cold Bay clinic backs up directly to the airport runway. A patient can be taken out of the back of the facility directly to the tarmac and onto a waiting transport plane.

Edgar Smith from EAT told us that the Clinic was previously operated by the Aleutians Pribiloff Islands Association. The Pribiloff Islands are also served by the Cold Bay airport as the regional hub for flights to Anchorage. Cold Bay also serves communities further out on the Aleutian chain.

The Cold Bay clinic has one or two community health aids and one "mid-level." The clinic has an emergency room with two beds (in the same room). We were told that there has been a big effort to standardize rural clinics – the room is equipped with crash cart and hypothermia equipment. Though operated by EAT, the clinic serves all patients, not just Natives.

Cold Bay has an Emergency Medical Service (EMS) squad. The Coast Guard transports patients here with serious trauma. The Coast Guard visits Cold Bay more during the King Crab season due to fishing injuries. We were told that the cost of the Coast Guard rescue chopper is \$100,000 - \$250,000 per trip. Here we were told that Lifeline medical evacuation flights cost approximately \$45,000 per trip.

We were informed the dock at Cold Bay makes it difficult to move seriously injured patients off boats.

2:30pm Drive out to Grant Point, Outer Marker and Outpost roads adjacent to Blinn Lake to see where the Izembek road would connect with the existing Cold Bay road system.

We visited the Cold Bay Dock where we observed the height of the dock and the ladder that must be climbed in order to disembark a boat to get up onto the dock. The ladder was made of material that was similar to metal rebar. The dock did not appear to be well-maintained. Several of the pilings on the dock were in need of repair; some pilings were coming apart from the dock.

5:00pm Wheels up to King Cove

We landed at the King Cove airport and were greeted by a four-wheel-drive school bus. Due to the fact that the small twin engine aircraft seated only eight people or so, the first group waited on the bus at the airstrip for the aircraft to go back to Cold Bay and pick up the rest of the group. The air strip is located in a flat spot near the water between mountains that rise on both sides of the runway.

6:30pm King Cove Community Center for informal dinner joined by Tribal and Local Government Officials

7:30pm Bus tour to see part of King Cove 30-45 minutes

We visited King Cove's well-maintained harbor and were driven around town. In town, we saw ample wildlife, including sea otters and eagles. We were told that a brown bear had been killed in town the morning before we arrived. We also saw a number of children traveling around town on bicycles or four-wheeled ATVs.

FRIDAY, JUNE 28, 2013:

A short early-morning run took us to a neighborhood that was not part of the tour. Aside from the unusual wildlife, the incredible scenery and the ocean, we saw a neighborhood that would not be unusual in an Indian community in the lower 48: a variety of homes, some well-maintained with picket fences and

others with old cars parked in the yard, as well as dogs running off-leash through the neighborhood solo or small packs greeting visitors.

7:30am Breakfast at Peter Pan Seafoods Mess Hall

The group ate breakfast at the buffet at Peter Pan Seafoods. The cannery is in the center of town, but is self-contained. It includes dorms for the shift workers, many of whom are foreign and most of whom work seasonally. From our very limited exposure, the seasonal workforce at the cannery did not seem to be integrated with the rest of the community of King Cove.

8:15am Drive to Northeast Corner, Stopping at Former Hovercraft Launch Site

We were driven to the Northeast Corner to see the road as it exists thus far. The drive to the Northeast Corner toward the Izembek Wilderness Refuge took us a couple of hours on a newly-constructed and partially unfinished road. The road was originally envisioned to be built to reach the launch site for the hovercraft. Meanwhile, however, the hovercraft had been located much closer to town and eventually abandoned. We were told that the road to the Northeast Corner was being built in hopes that the Izembek Road would eventually be authorized. Otherwise, the road would seemingly be a "road to nowhere."

We stopped at the former launch site for the hovercraft; we were told that the shelter that had housed the craft had blown down in sustained 120 mile per hour winds. Concrete and steel beams were the only remnants of the building. In discussing the hovercraft at this site, we were told that it was not reliable because, at times, it could not travel due to extreme weather. King Cove officials described one instance when it traveled to Cold Bay and had to remain there for three days because high winds prevented its immediate return and it became frozen to the ground.

On the return trip, we visited a community-scale hydroelectric facility that provides much of the community's electricity needs (and allegedly saves millions of dollars in diesel and transportation costs).

12:00pm Lunch meeting with members of the King Cove Clinic Staff; Tour of the Clinic

Following a potluck lunch, we engaged with the clinic's medical staff and discussed the clinic's medical capabilities and met with the health care providers to discuss the medical evacuation decision process and evacuation options. Dr. Scott, the primary care physician assigned to cover King Cove was with us at the clinic, as was a "mid-level" medical care provider who worked at the King Cove Clinic.

One service provided via telemedicine is a prescription medicine vending machine that is operated by a remote pharmacist. We were informed that due to the high incidence of plane crashes into and out of King Cove, many of the citizens have anxiety about flying. As a result, the clinic commonly provides a dosage of two anti-anxiety pills for people with this anxiety when they fly: one for the flight out of King Cove and one for the return flight back to King Cove.

The mid-level medical provider, Cameron Spivey, was a nurse practitioner from Georgia, who had moved her family to King Cove. She recounted a story about an infant that was brought in one morning with medical distress. She called the physician at the U.S. Coast Guard who determines whether a patient is in need of an evacuation and the Coast Guard doctor determined the baby required evacuation. Severe

weather prevented the plane from reaching King Cove. After waiting most of the day, the Coast Guard was able to take advantage of a short-term break in the weather to land a Coast Guard helicopter. Thus, the infant was able to reach Anchorage, but the medical team in Anchorage reported that the infant would have died without the break in the weather which allowed the evacuation.

The nurse practitioner explained that it is a “nightmare” for a medical provider to know the patients’ need and lack the ability to treat them. She described this as an urgent, helpless feeling. This explains, in part, the high burnout rate we had heard described in Anchorage. [We understand that Cameron Spivey, the nurse practitioner who spoke to us, has left King Cove and moved on to another community.]

2:30pm Tour of the King Cove School

Near the Community Center and Clinic, the community has a very nice school facility that serves more than 100 K-12 students and graduates approximately eight to twelve students each year. Since we visited in the summer, students were not present. We did speak with a member of the school administration who was strongly in favor of building the road. To play teams from any other school in any other sport, the students must travel, usually by air, out of King Cove. Travel by air for varsity sports is apparently a routine part of life in rural Alaska. The school administrator believed that the road would increase safety (and presumably lower the costs) for routine travel by the students.

5:00pm Tribal and Local Government Consultation

The consultation was attended by approximately 30 people – tribal elders, tribal leaders and Alaska Native Corporation shareholders, including representatives from Agdaagux Tribe, Belkofski Corporation, Aleutians East Borough, Aleut Corporation, King Cove Corporation, City of King Cove, Aleutian Pribilof Islands Association.

Etta Kuzakin, President of the Agdaagux Tribal Council, recounted events that had occurred three months prior to our visit: Kuzakin was 34 weeks pregnant and went into labor in King Cove. She went to the King Cove clinic in the morning and the wind started blowing. Grant Air, the commercial airline, refused to fly her to Cold Bay because of regulations providing that women in labor cannot fly. Her husband made the (no doubt agonizing) decision to board the Grant Air flight to Cold Bay so he could meet her in Anchorage while the clinic worked to obtain a medical evacuation for her. Kuzakin explained that the winds continued to pick up and they were Easterly winds which she described as “wicked.” Due to the winds, the medical evacuation officials told the clinic they would not be able to reach King Cove to evacuate Kuzakin. Kuzakin said her only hope was a boat or the Coast Guard. The Coast Guard had a large ship nearby and luckily there was a helicopter on that ship. The helicopter was able to reach King Cove through 40 mile-per-hour winds. However, when leaving they had to proceed on a very circuitous route to Cold Bay which took 40 minutes. By the time they reached Cold Bay the winds were approximately 60 miles per hour. Kuzakin was able to board a medevac plane in Cold Bay which flew her to Anchorage. Once in Anchorage, her daughter was born by cesarean section birth. If the Coast Guard helicopter had not been able to reach King Cove, Kuzakin said that she would not have been able to give birth successfully because the King Cove clinic lacks the ability to perform a cesarean section. Kuzakin said that she seeks the road for people like her, and her children. She said that she wants the children of King Cove to be safe there. Kuzakin wept while recounting these events.

Trisha Trumble, who is 29 years old, recounted to us a crash landing in a plane in which she was a passenger, attempting to land at the King Cove airstrip. Since the crash, she has had a great fear of flying. She said that she will do just about anything, including wait days for a boat to take her across the bay, just to avoid air travel in and out of King Cove. Many people in the room nodded their heads in agreement while Trumble was speaking.

Brenda Wilson, a King Cove resident for 34 years, said that she became involved with the road issue 23 years ago when her daughter was only 18 months old and had a critical medical issue. She needed a medevac but there were "60-knot" winds so planes in and out of King Cove were grounded. There happened to be a plane coming by that had a window of time where the winds slowed down enough that it was able to stop in King Cove and pick up the sick child and mother and deliver them to Cold Bay.

Tatiana Samuelson told a story about her husband who had a heart attack in King Cove 20 years ago. Due to the weather, it took three days before he could be flown out. She told us that by the time he reached Anchorage his heart was so severely damaged that he needed a heart transplant.

Leff Kenezuroff, an elder from the Belkofski Corporation, told us that he had been medically evacuated four times for heart attacks. He said one of the times the weather was so severe that planes could not land, so they used a crab boat to get him to Cold Bay. When he reached Cold Bay, he could not crawl up the ladder to the dock (which was a rise of some 25 feet) so they placed him in a crab pot and hoisted him out of the boat and onto the dock. Kenezuroff told us his wife, Lucy, had also been medically evacuated on a boat during bad weather and she had also been hoisted out of the boat because she could not climb the ladder. Kenezuroff said, "We need that road badly, very bad."

Both Krina Mack and Jennifer Samuelson-Nelson said deliveries of medication also present problems. When planes are grounded, the mail delivery stops, preventing medications from arriving from Anchorage.

The issue has an emotional impact on the community. Trisha Trumble commented that when one sees bad things happening in a news story, one feels sad momentarily, but "when you actually know these people, you are impacted too. You're affected by it, too. Sitting here, watching people tell their stories and they're tearing up and crying and -you know, it just - my heart just feels for them. And...we are a community. We are a region. We all feel together, you know, Not only does it affect one of us; it affects us all."

Brenda Wilson relayed a story regarding the safety of climbing the ladder to the dock at Cold Bay, "I got to the - - near to the top of the ladder. And Cold Bay hadn't -- there was a ladder that wasn't attached to the dock, so it came over to the lip to the dock, but if people weren't standing on it, that ladder would fall back. And I fell back five feet, hit the edge of the Island Trader [boat], bruised my ribs, cracked three ribs, bruised my shoulder and arm tremendously." In sum, a non-medical trip to Cold Bay became a medical trip because of the danger of climbing the ladder.

Wilson told us that two men on the boat grabbed her by the shoulders right before she slipped into the water. Wilson did not have time to go to the Cold Bay Clinic before her flight so she was not seen by a medical professional until she reached Anchorage. When she reached the emergency room in Anchorage,

she learned that she had fractured three ribs. "It's a life-threatening event sometimes when you go on those boats to go up there [to Cold Bay]. And a lot of the times the captains do this out of the goodness of their hearts. Sometimes they get paid; sometimes they don't. And when we end up getting hurt, it's on us."

Some of the community leaders relates to the creation of the Izembek Wildlife Refuge. Della Trumble said that the refuge was originally designated without consultation with the local tribal community that had used the area historically.

7:00pm Dinner and Community Meeting

At a community meeting that was open to the broader public, members of the community told us additional personal stories of medical evacuations and expressed their desire for the road. We heard again from several community members that it is a small and close-knit community; as a result, an unfortunate incident for one member of this community affects the others.

Community member Marvin Mack also raised the lack of consultation with the King Cove community about the establishment of the Izembek Refuge. He discussed the cost of airfare as a concern. He said that the average flight between King Cove and Cold Bay costs \$125 each way or \$250 roundtrip. He said that some people will attempt the trip in a skiff because they cannot afford the cost of the airfare. He is hopeful for the road to make the trip to Cold Bay more affordable.

Fire Chief Chris Babcock, who is also in charge of EMS, said that he recalled a medical evacuation on the hovercraft that took three hours to cross Cold Bay and the hovercraft was stuck for three days in Cold Bay.

SATURDAY, JUNE 29, 2013:

10:00am Board fishing vessel in King Cove for trip to Cold Bay

Our plan to return to Cold Bay and to make a flyover of the refuge was cancelled due to bad weather. Our trip was delayed because it was not deemed safe for our large group to travel to Cold Bay on a 53-foot fishing vessel. After a couple of hours of uncertainty (and waiting around), our hosts obtained a larger 73-foot vessel to ferry us to Cold Bay. Some members of our group had planned to fly back but flights were cancelled. Via the fishing vessel, we reached Cold Bay in approximately two and a half hours.

When we reached the Cold Bay dock, it took awhile to secure the boat, apparently due to the condition of the dock and its pilings. The first approach on the starboard side of the boat was not successful, apparently because of the location of damaged dock pilings, so the Captain turned the boat and approached the dock from the port side of the boat. We were told that sometimes, in very rough seas, it is impossible to tie up at Cold Bay.

With temperatures in the high 40s, rain, and high, gusty winds, it was not easy to climb the metal rebar ladder from the boat to the dock, especially for our colleague who was seven months pregnant. Given that it was late June, the weather conditions were somewhat colder than we expected (we were told that

this is why it is called "Cold Bay"). We understand that this weather was not uncommon in the summer in the Aleutian chain and we gather that winter tends to be much worse.

1:00pm Wheels up Cold Bay to Anchorage



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H.R. 146 (111th): Omnibus Public Land Management Act of 2009

111th Congress, 2009–2010. Text as of Aug 23, 2010 (Passed Congress/Enrolled Bill).

Subtitle E--Izembek National Wildlife Refuge Land Exchange

SEC. 6401. DEFINITIONS.

In this subtitle:

- (1) CORPORATION- The term 'Corporation' means the King Cove Corporation.
- (2) FEDERAL LAND- The term 'Federal land' means--
 - (A) the approximately 206 acres of Federal land located within the Refuge, as generally depicted on the map; and
 - (B) the approximately 1,600 acres of Federal land located on Sitkinak Island, as generally depicted on the map.
- (3) MAP- The term 'map' means each of--
 - (A) the map entitled 'Izembek and Alaska Peninsula National Wildlife Refuges' and dated September 2, 2008; and
 - (B) the map entitled 'Sitkinak Island-Alaska Maritime National Wildlife Refuge' and dated September 2, 2008.
- (4) NON-FEDERAL LAND- The term 'non-Federal land' means--
 - (A) the approximately 43,093 acres of land owned by the State, as generally depicted on the map; and
 - (B) the approximately 13,300 acres of land owned by the Corporation (including approximately 5,430 acres of land for which the Corporation shall relinquish the selection rights of the Corporation under the Alaska Native Claims Settlement Act (43 U.S.C. 1601 et seq.) as part of the land exchange under section 6402(a)), as generally depicted on the map.
- (5) REFUGE- The term 'Refuge' means the Izembek National Wildlife Refuge.
- (6) SECRETARY- The term 'Secretary' means the Secretary of the Interior.
- (7) STATE- The term 'State' means the State of Alaska.
- (8) TRIBE- The term 'Tribe' means the Agdaagux Tribe of King Cove, Alaska.

SEC. 6402. LAND EXCHANGE.

(a) In General- Upon receipt of notification by the State and the Corporation of the intention of the State and the Corporation to exchange the non-Federal land for the Federal land, subject to the conditions and requirements described in this subtitle, the Secretary may convey to the State all right, title, and interest of the United States in and to the Federal land. The Federal land within the Refuge shall be transferred for the purpose of constructing a single-lane gravel road between the communities of King Cove and Cold Bay, Alaska.

(b) Compliance With National Environmental Policy Act of 1969 and Other Applicable Laws-

(1) IN GENERAL- In determining whether to carry out the land exchange under subsection (a), the Secretary shall--

(A) comply with the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.); and

(B) except as provided in subsection (c), comply with any other applicable law (including regulations).

(2) ENVIRONMENTAL IMPACT STATEMENT-

(A) IN GENERAL- Not later than 60 days after the date on which the Secretary receives notification under subsection (a), the Secretary shall initiate the preparation of an environmental impact statement required under the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.).

(B) REQUIREMENTS- The environmental impact statement prepared under subparagraph (A) shall contain--

(i) an analysis of--

(I) the proposed land exchange; and

(II) the potential construction and operation of a road between the communities of King Cove and Cold Bay, Alaska; and

(ii) an evaluation of a specific road corridor through the Refuge that is identified in consultation with the State, the City of King Cove, Alaska, and the Tribe.

(3) COOPERATING AGENCIES-

(A) IN GENERAL- During the preparation of the environmental impact statement under paragraph (2), each entity described in subparagraph (B) may participate as a cooperating agency.

(B) AUTHORIZED ENTITIES- An authorized entity may include--

(i) any Federal agency that has permitting jurisdiction over the road described in paragraph (2)(B)(i)(II);

(ii) the State;

(iii) the Aleutians East Borough of the State;

(iv) the City of King Cove, Alaska;

(v) the Tribe; and

(vi) the Alaska Migratory Bird Co-Management Council.

(c) Valuation- The conveyance of the Federal land and non-Federal land under this section shall not be subject to any requirement under any Federal law (including regulations) relating to the valuation, appraisal, or equalization of land.

(d) Public Interest Determination-

(1) CONDITIONS FOR LAND EXCHANGE- Subject to paragraph (2), to carry out the land exchange under subsection (a), the Secretary shall determine that the land exchange (including the construction of a road between the City of King Cove, Alaska, and the Cold Bay Airport) is in the public interest.

(2) LIMITATION OF AUTHORITY OF SECRETARY- The Secretary may not, as a condition for a finding that the land exchange is in the public interest--

(A) require the State or the Corporation to convey additional land to the United States; or

(B) impose any restriction on the subsistence uses (as defined in section 803 of the Alaska National Interest Lands Conservation Act (16 U.S.C. 3113)) of waterfowl by rural residents of the State.

(e) Kinzaroff Lagoon- The land exchange under subsection (a) shall not be carried out before the date on which the parcel of land owned by the State that is located in the Kinzaroff Lagoon has been designated by the State as a State refuge, in accordance with the applicable laws (including regulations) of the State.

(f) Designation of Road Corridor- In designating the road corridor described in subsection (b)(2)(B)(ii), the Secretary shall--

(1) minimize the adverse impact of the road corridor on the Refuge;

(2) transfer the minimum acreage of Federal land that is required for the construction of the road corridor; and

(3) to the maximum extent practicable, incorporate into the road corridor roads that are in existence as of the date of enactment of this Act.

(g) Additional Terms and Conditions- The land exchange under subsection (a) shall be subject to any other term or condition that the Secretary determines to be necessary.

SEC. 6403. KING COVE ROAD.

(a) Requirements Relating to Use, Barrier Cables, and Dimensions-

(1) LIMITATIONS ON USE-

(A) IN GENERAL- Except as provided in subparagraph (B), any portion of the road constructed on the Federal land conveyed pursuant to this subtitle shall be used primarily for health and safety purposes (including access to and from the Cold Bay Airport) and only for noncommercial purposes.

(B) EXCEPTIONS- Notwithstanding subparagraph (A), the use of taxis, commercial vans for public transportation, and shared rides (other than organized transportation of employees to a business or other commercial facility) shall be allowed on the road described in subparagraph (A).

(C) REQUIREMENT OF AGREEMENT- The limitations of the use of the road described in this paragraph shall be enforced in accordance with an agreement entered into between the Secretary and the State.

(2) REQUIREMENT OF BARRIER CABLE- The road described in paragraph (1)(A) shall be constructed to include a cable barrier on each side of the road, as described in the record of decision entitled 'Mitigation Measure MM-11, King Cove Access Project Final Environmental Impact Statement Record of Decision' and dated January 22, 2004, unless a different type barrier is required as a mitigation measure in the Record of Decision for Final Environmental Impact Statement required in section 6402(b)(2).

(3) REQUIRED DIMENSIONS AND DESIGN FEATURES- The road described in paragraph (1)(A) shall--

(A) have a width of not greater than a single lane, in accordance with the applicable road standards of the State;

(B) be constructed with gravel;

(C) be constructed to comply with any specific design features identified in the Record of Decision for Final Environmental Impact Statement required in section 6402(b)(2) as Mitigation Measures relative to the passage and migration of wildlife, and also the exchange of tidal flows, where applicable, in accordance with applicable Federal and State design standards; and

(D) if determined to be necessary, be constructed to include appropriate safety pullouts.

(b) Support Facilities- Support facilities for the road described in subsection (a)(1)(A) shall not be located within the Refuge.

(c) Federal Permits- It is the intent of Congress that any Federal permit required for construction of the road be issued or denied not later than 1 year after the date of application for the permit.

(d) Applicable Law- Nothing in this section amends, or modifies the application of, section 1110 of the Alaska National Interest Lands Conservation Act (16 U.S.C. 3170).

(e) Mitigation Plan-

(1) IN GENERAL- Based on the evaluation of impacts determined through the completion of the environmental impact statement under section 6402(b)(2), the Secretary, in consultation with the entities described in section 6402(b)(3)(B), shall develop an enforceable mitigation plan.

(2) CORRECTIVE MODIFICATIONS- The Secretary may make corrective modifications to the mitigation plan developed under paragraph (1) if--

(A) the mitigation standards required under the mitigation plan are maintained; and

(B) the Secretary provides an opportunity for public comment with respect to any proposed corrective modification.

(3) AVOIDANCE OF WILDLIFE IMPACTS- Road construction shall adhere to any specific mitigation measures included in the Record of Decision for Final Environmental Impact Statement required in section 6402(b)(2) that--

(A) identify critical periods during the calendar year when the refuge is utilized by wildlife, especially migratory birds; and

(B) include specific mandatory strategies to alter, limit or halt construction activities during identified high risk periods in order to minimize impacts to wildlife, and

(C) allow for the timely construction of the road.

(4) MITIGATION OF WETLAND LOSS- The plan developed under this subsection shall comply with section 404 of the Federal Water Pollution Control Act (33 U.S.C. 1344) with regard to minimizing, to the greatest extent practicable, the filling, fragmentation or loss of wetlands, especially intertidal wetlands, and shall evaluate mitigating effect of those wetlands transferred in Federal ownership under the provisions of this subtitle.

SEC. 6404. ADMINISTRATION OF CONVEYED LANDS.

(1) FEDERAL LAND- Upon completion of the land exchange under section 6402(a)--

(A) the boundary of the land designated as wilderness within the Refuge shall be modified to exclude the Federal land conveyed to the State under the land exchange; and

(B) the Federal land located on Sitkinak Island that is withdrawn for use by the Coast Guard shall, at the request of the State, be transferred by the Secretary to the State upon the relinquishment or termination of the withdrawal.

(2) NON-FEDERAL LAND- Upon completion of the land exchange under section 6402(a), the non-Federal land conveyed to the United States under this subtitle shall be--

(A) added to the Refuge or the Alaska Peninsula National Wildlife Refuge, as appropriate, as generally depicted on the map; and

(B) administered in accordance with the laws generally applicable to units of the National Wildlife Refuge System.

(3) WILDERNESS ADDITIONS-

(A) IN GENERAL- Upon completion of the land exchange under section 6402(a), approximately 43,093 acres of land as generally depicted on the map shall be added to--

(i) the Izembek National Wildlife Refuge Wilderness; or

(ii) the Alaska Peninsula National Wildlife Refuge Wilderness.

(B) ADMINISTRATION- The land added as wilderness under subparagraph (A) shall be administered by the Secretary in accordance with the Wilderness Act (16 U.S.C. 1131 et seq.) and other applicable laws (including regulations).

SEC. 6405. FAILURE TO BEGIN ROAD CONSTRUCTION.

(a) Notification To Void Land Exchange- If the Secretary, the State, and the Corporation enter into the land exchange authorized under section 6402(a), the State or the Corporation may notify the Secretary in writing of the intention of the State or Corporation to void the exchange if construction of the road through the Refuge has not begun.

(b) Disposition of Land Exchange- Upon the latter of the date on which the Secretary receives a request under subsection (a), and the date on which the Secretary determines that the Federal land conveyed under the land exchange under section 6402(a) has not been adversely impacted (other than any nominal impact associated with the preparation of an environmental impact statement under section 6402(b)(2)), the land exchange shall be null and void.

(c) Return of Prior Ownership Status of Federal and Non-Federal Land- If the land exchange is voided under subsection (b)--

(1) the Federal land and non-Federal land shall be returned to the respective ownership status of each land prior to the land exchange;

(2) the parcel of the Federal land that is located in the Refuge shall be managed as part of the Izembek National Wildlife Refuge Wilderness; and

(3) each selection of the Corporation under the Alaska Native Claims Settlement Act (43 U.S.C. 1601 et seq.) that was relinquished under this subtitle shall be reinstated.

SEC. 6406. EXPIRATION OF LEGISLATIVE AUTHORITY.

(a) In General- Any legislative authority for construction of a road shall expire at the end of the 7-year period beginning on the date of the enactment of this subtitle unless a construction permit has been issued during that period.

(b) Extension of Authority- If a construction permit is issued within the allotted period, the 7-year authority shall be extended for a period of 5 additional years beginning on the date of issuance of the construction permit.

(c) Extension of Authority as Result of Legal Challenges-

(1) IN GENERAL- Prior to the issuance of a construction permit, if a lawsuit or administrative appeal is filed challenging the land exchange or construction of the road (including a challenge to the NEPA process, decisions, or any required permit process required to complete construction of the road), the 7-year deadline or the five-year extension period, as appropriate, shall be extended for a time period equivalent to the time consumed by the full adjudication of the legal challenge or related administrative process.

(2) INJUNCTION- After a construction permit has been issued, if a court issues an injunction against construction of the road, the 7-year deadline or 5-year extension, as appropriate, shall be extended for a time period equivalent to time period that the injunction is in effect.

(d) Applicability of Section 6405- Upon the expiration of the legislative authority under this section, if a road has not been constructed, the land exchange shall be null and void and the land ownership shall revert to the respective ownership status prior to the land exchange as provided in section 6405.

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DEPARTMENT OF HEALTH & HUMAN SERVICES

Public Health Service

JUL 22 2013
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Indian Health Service
Rockville, MD 20852

2013 SEP 20 AM 10:20

The Honorable Kevin K. Washburn
Assistant Secretary, Indian Affairs
U.S. Department of the Interior
Office of the Secretary
Washington DC 20240

Dear Assistant Secretary Washburn:

I am responding to your May 23 letter regarding the health center in King Cove, Alaska. You ask that the IHS address the emergency medical needs of King Cove, Alaska, and recommend how to best carry out former Interior Secretary Ken Salazar's directive to consult with the Indian Health Service (IHS) as the U.S. Department of Interior makes its final decision on the Izembek National Wildlife Refuge, Land Exchange/Road Corridor.

Section 353(c) of the Fiscal Year 1999 Omnibus Appropriations Bill provided \$2.5 million for the expansion or replacement of the clinic in King Cove. The intent was to improve the emergency health care services available in this isolated community. During the initial planning phase, it was determined that the existing clinic lacked sufficient square footage and was poorly located. Expansion of the clinic was not possible or desirable, so the decision was made by the City of King Cove to construct a new clinic at a new site.

The IHS entered into a contract with Eastern Aleutian Tribes, Inc. (EAT), a non-profit Tribal organization, under Title I, Subpart J of the Indian Self-Determination and Education Assistance Act (PL 93-638), for planning, design and construction of a newly constructed King Cove Community Health Center. The (now-completed) health center consists of a single story, 10,000 square foot facility, built on a 3-acre site in the Ram Creek Subdivision. The land is owned by the City of King Cove and leased to the Agdaagux Tribe of King Cove, which owns the facility and leases it back to the IHS under the Village Built Clinic lease program. The King Cove Community Health Center is operated by EAT, pursuant to a PL 93-638 Title V Compact and Funding Agreement with the IHS.

EAT is a consortia of seven federally recognized Alaska Native (Aleut) Tribes in the eastern Alaska Peninsula and Aleutian Islands. In addition to receiving funds from the IHS through a Title V Compact and Funding Agreement, EAT operates the King Cove Community Health Center through a Community Health Center grant funded by the Health Resources and Services Administration (HRSA), Department of Health and Human Services. This supplemental funding from HRSA helps to address the needs of all community members, nearly half of whom are not IHS beneficiaries.

The King Cove Community Health Center currently provides urgent care, primary care services, diagnostic services, pharmacy, dental services, mental health services, and a number of community health programs. It is equipped with state-of-the-art telemedicine capabilities that allow off-site providers to consult during routine or emergency care.



Funding for staff was not included in the FY 1999 Omnibus Appropriations Bill, though additional staff and services are currently funded through program-generated revenues, grants, or contracts. The King Cove Community Health Center is currently staffed with 17 providers, which include Community Health Aides, Nurse Practitioners, a Dentist, and Dental Health Aides.

Although the new health care facility has greatly improved medical services for King Cove residents, the isolation and limited medical evacuation capabilities of the community largely remain the same. The Village of King Cove is very isolated and has limited accessibility to outside medical care. The community is located near the southwest tip of the Alaskan Peninsula within the Aleutian East Borough. It is 18 miles southeast of Cold Bay and 625 miles southwest of Anchorage. No roads currently link King Cove with any other community. The only access to the community is by air and sea.

Ferry service is limited to one ferry per month during the summer only and daily scheduled flights between Cold Bay and King Cove are often cancelled due to unpredictable and often dangerous and severe weather conditions. If an emergency arises that requires care at a level beyond the capabilities available at the facility, clinic staff will stabilize the patient for travel and the patient must be evacuated by air from King Cove to the Alaska Native Medical Center (ANMC) in Anchorage, Alaska.

With regard to how best to carry out former Secretary Salazar's directive to consult with the IHS, I respectfully recommend that you consult directly with EAT, given that EAT has carried out IHS programs, services, functions and activities in King Cove under a Title V Compact and Funding Agreement for the past 18 years. Tribal staff can provide you with firsthand knowledge as to the challenges faced by the community during medical emergencies, medical evacuations, outcomes, and means for improving health care delivery to the residents of King Cove.

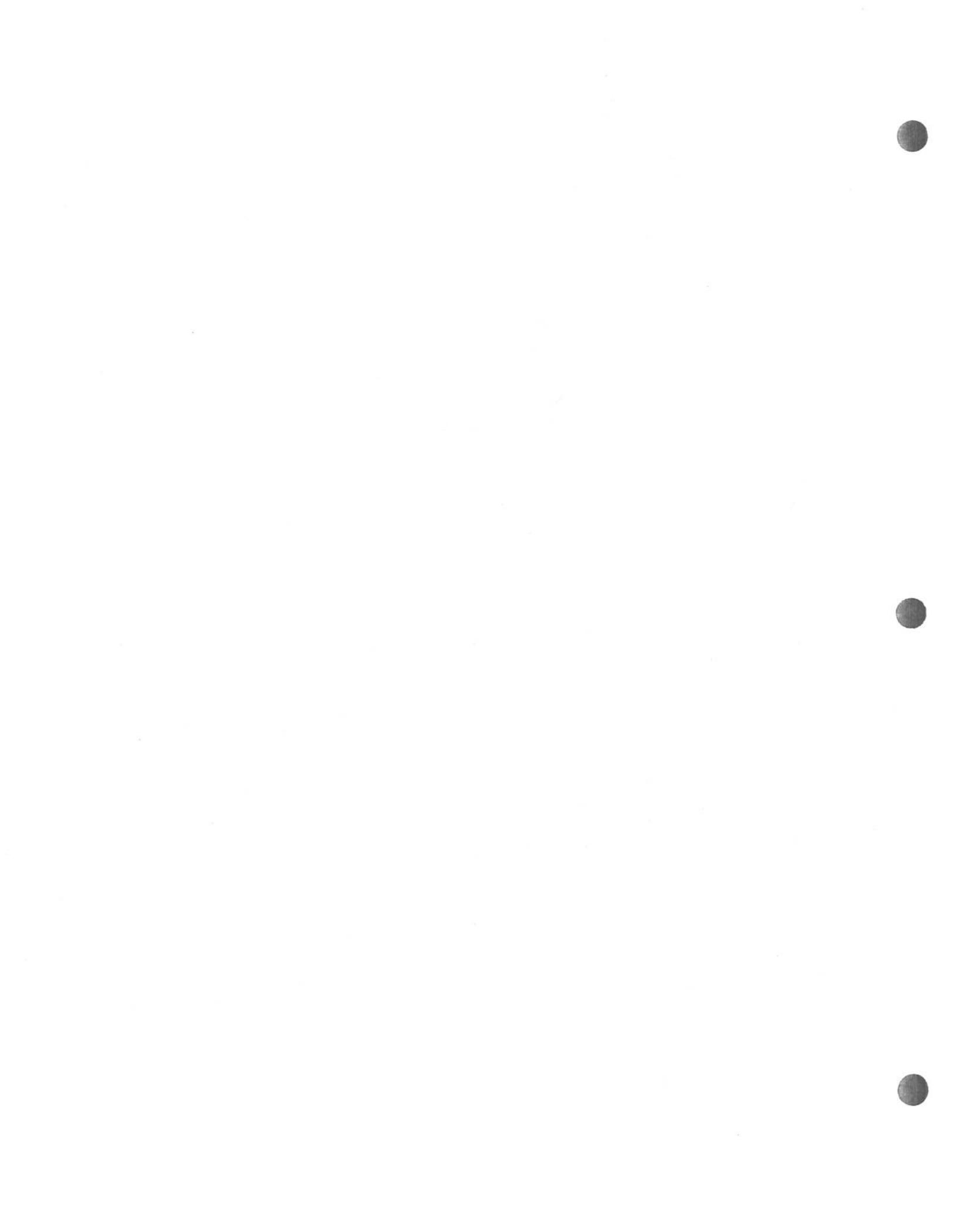
Please direct Ms. Harris to contact Mr. Edgar Smith, Interim Executive Director, Eastern Aleutian Tribes, at the following address: 3380 C Street, Suite 100, Anchorage, Alaska 99503. Mr. Smith can be reached by telephone at (907) 277-1440 or via e-mail at edgars@EATribes.net.

I look forward to working with you to continue to improve the health status of Alaska Native and American Indian people.

Sincerely,



Yvette Roubideaux, M.D., M.P.H.
Acting Director



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JUL 22 2013 5:13 PM

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BUREAU OF INDIAN AFFAIRS
GOVERNMENT-TO-GOVERNMENT CONSULTATION

Taken on June 28, 2013
Commencing at 5:13 p.m.
King Cove, Alaska

Reported telephonically by: Valerie Martinez, RPR

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Page 2

1 P-R-O-C-E-E-D-I-N-G-S
 2 **DELLA TRUMBLE:** We're going to go ahead and
 3 call this meeting to order. And, first of all, we'd
 4 like to welcome the secretary. Assistant Secretary
 5 Washburn is the secretary of Indian Affairs and works in
 6 Secretary Jewell's office. And some of you have met him
 7 on our trip to D.C. when we got to meet with Secretary
 8 Salazar before he was leaving office.
 9 What I think we'll do is have everybody in the
 10 room introduce themselves. And then -- say who you work
 11 with and who you represent, and then I'd like to turn
 12 the floor over to Secretary Washburn.
 13 But I -- I just kind of -- at this portion of
 14 this meeting for the tribal consultation, we want to
 15 focus on the main issue, which is the medical
 16 evacuations and the issues between getting to the
 17 communities and the hardships, that being the first
 18 thing in my housekeeping order before I turn it over.
 19 The second thing, there's a phone cord back
 20 there. Please do not trip over it. And the third thing
 21 is Laura and someone else in the room may be coming
 22 around taking pictures, so hopefully -- if you've got a
 23 problem with it, go like this to Laura. But if you
 24 don't, just . . .
 25 The other thing I'd like to -- before we get

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1 started introducing everybody, I'd like Steve Silver to
 2 stand up. Steve.
 3 **STEVE SILVER:** I'm sorry.
 4 **DELLA TRUMBLE:** Steve is -- the reason I asked
 5 -- stay up -- the reason I asked -- point this out for
 6 Steve, Steve has worked with us for the -- he's our
 7 lobbyist. He's worked on this issue with us for many
 8 years. However, it is his birthday today, so we have
 9 the honor of having an elder -- Lucy is going to sing
 10 you happy birthday, Steve, in Aleut.
 11 **LUCY KENEZUROFF:** Start now?
 12 **DELLA TRUMBLE:** Yeah. Any time you're ready.
 13 **LUCY KENEZUROFF:** Happy birthday, Steve.
 14 (Singing in Aleut.)
 15 We wish you the best.
 16 **STEVE SILVER:** Thank you very much.
 17 **DELLA TRUMBLE:** Thank you, Lucy. It's a treat
 18 for us to get to hear (inaudible) our elders. That was
 19 a treat.
 20 With that, I'm going to go ahead and -- I
 21 guess we'll start with maybe Heather. We'll go this way
 22 around, and then we're going to introduce Mr. Washburn
 23 last because he gets to take the floor afterwards.
 24 **HEATHIER MACK:** I'm Heather Mack. I'm the vice
 25 president of the Belkofski Tribal Council.

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1 **RHONDA GOULD:** Rhonda Gould with the Agdaagux
 2 Tribe and King Cove Corporation.
 3 **UNIDENTIFIED SPEAKER:** (Inaudible.)
 4 **LUCY KENEZUROFF:** I'm Lucy Kenezuroff,
 5 Belkofski Corporation.
 6 **LEFF KENEZUROFF:** Hi. I'm Leff Kenezuroff,
 7 president of Belkofski Corporation.
 8 **KRINA MACK:** I'm Krina Mack. Vice president
 9 of Belkofski Corporation.
 10 **ETTA KUZAKIN:** I'm Etta Kuzakin. I'm
 11 president of the Agdaagux Tribal Council.
 12 **UNIDENTIFIED SPEAKER:** Everybody knows who I
 13 am.
 14 **KRISTI WILLIAMS:** Hi. I'm Kristi Williams.
 15 I'm a counselor to Kevin Washburn in D.C. I'm
 16 originally from Fairbanks, Alaska. My mom is Gwich'in
 17 and my dad is Koyukon Athabascan.
 18 **KALLIE HANLEY:** Hi. I'm Kallie Hanley, and
 19 I'm also with Assistant Secretary Washburn from
 20 Washington.
 21 **TRISHA TRUMBLE:** My name is Trisha Trumble. I
 22 don't sit on any boards, but I work with all of them. I
 23 work with the Belkofski Corporation and I also work -- I
 24 also am a tribal of the Agdaagux Tribe, and I also work
 25 for them. And I'm a shareholder of the King Cove

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1 Corporation. And I work for them, too.
 2 **EARLENE MACK:** I'm Earlene Mack, and I'm the
 3 secretary-treasurer of the Belkofski Tribal Council.
 4 **BRENDA WILSON:** Brenda Wilson. I'm a family
 5 member and Agdaagux Tribal Council member.
 6 **DELLA TRUMBLE:** Brenda is also on --
 7 represents APIA for us, Aleutian Pribilof Islands
 8 Association.
 9 **BRENDA WILSON:** Aleutian Pribilof Islands
 10 Association.
 11 **TATIANA SAMUELSON:** My name is Tatiana
 12 Samuelson, and I'm with the King Cove Corporation. And
 13 I am recently retired, so I'm enjoying life.
 14 **UNIDENTIFIED SPEAKER:** Congratulations.
 15 **DELLA TRUMBLE:** Raietta?
 16 **RAIETTA KUZAKIN:** Raietta.
 17 **ETTA KUZAKIN:** She's Raietta Kuzakin, and this
 18 is my daughter. She's kind of shy. Sorry.
 19 **SAVANNAH YATCHMENEFF:** Hi. Savannah
 20 Yatchmeneff, and I work with the city. I'm the city
 21 clerk.
 22 **GARY HENNIGH:** Gary Hennigh. City of King
 23 Cove, city administrator.
 24 **SAMANTHA CARROLL:** Samantha Carroll, State of
 25 Alaska, Department of Natural Resources.

1 **LAURA TANIS:** Laura Tanis, Aleutians East
 2 Borough, communications manager.
 3 **AGATHA ERICKSON:** (Speaks in Native language.)
 4 My name is Agatha Erickson. I am originally
 5 from the interior, from "Ggaal Doh" Kaltag on the Yukon
 6 River, and I work for Senator Begich in his Anchorage
 7 office.
 8 **STEVE SILVER:** I'm the bus driver.
 9 I'm Steve Silver. I work representing the
 10 City of King Cove on this issue.
 11 **BOB HERRON:** Good afternoon. My first job,
 12 I'm the husband of Margaret Hoffman Herron from
 13 Kuskokwim Delta. My other job, I'm a State
 14 representative for House District 37, and it's a
 15 pleasure to be here.
 16 **ROBERT DILLON:** Robert Dillon, Senator
 17 Murkowski.
 18 **DELLA TRUMBLE:** Jim, if you can please come up
 19 to the -- since you're on the Belkofski Tribal Council,
 20 please, sit here and introduce yourself?
 21 Jim, can you introduce yourself?
 22 **JIM KENEZUROFF:** Just a minute.
 23 Jim Kenezuroff, Belkofski Tribal vice
 24 president.
 25 **UNIDENTIFIED SPEAKER:** And he's also an APIA

1 My name is Kevin Washburn. I'm a member of the
 2 Chickasaw Nation of Oklahoma, and I'm currently serving
 3 President Obama as the assistant secretary of Indian
 4 Affairs. And I've come out here really to talk to you
 5 about the road issue.
 6 And you all -- all of you probably have been
 7 working on this issue for far longer than I have, but
 8 I'm starting to have some history about this, because I
 9 met with Della and Stanley Mack and Gary in Anchorage
 10 back in October during the Alaska Federation of Natives
 11 meeting, and then I went back to Washington and met with
 12 some of the same people and more again in February, I
 13 think it was, with Secretary Salazar.
 14 And shortly thereafter, Secretary Salazar asked
 15 me to sort of get involved in this issue to make sure
 16 that we have properly considered the United States'
 17 trust responsibility towards the local Natives with
 18 regard to this road issue and make sure we've thought
 19 through the trust responsibility issues. And so that's
 20 why I'm here today.
 21 This is a formal government-to-government
 22 consultation between the United States and the local
 23 tribal entities, including Agdaagux Tribe, Belkofski
 24 Tribe, King Cove Corporation, and of course the Aleut
 25 Corporation and also the City of King Cove and the

1 board member.
 2 **DELLA TRUMBLE:** And represents Belkofski. And
 3 Jim is also a shareholder of King Cove Corporation.
 4 The beauty of this, we went around the room
 5 and you heard the -- how we're related, so . . .
 6 And then Ginger?
 7 **KEVIN WASHBURN:** Ginger, tell us your name and
 8 your -- who you're with.
 9 **JENIFER SAMUELSON NELSON:** See, Kevin has been
 10 in King Cover so long, he already knows me as Ginger.
 11 As all of you know me as Ginger -- legal name
 12 Jenifer Samuelson Nelson -- but here representing the
 13 Aleut Corporation as the vice president of the board,
 14 but also as an Agdaagux tribal member and King Cove
 15 Corporation shareholder. And even though my address --
 16 physical address isn't King Cove, King Cove is home,
 17 so -- but that's what we're doing here today.
 18 **KEVIN WASHBURN:** Great.
 19 Well, I want to thank everybody for being
 20 here, and I want to thank -- I want to welcome you to
 21 this tribal consultation. I also want to thank you for
 22 being so welcoming of us. We've had a great -- we've
 23 been here for about 24 hours, Kallie and Kristi and I,
 24 and we've just had a ball. It's just a wonderful
 25 community. It's been a real joy to be here.

1 Native -- well, let's see, what am I leaving out? The
 2 Aleutians East Borough and the Belkofski Corporation.
 3 That's right. Okay. I'm not sure if I got them, but we
 4 all know why we're here.
 5 I want to say that I've been provided a lot of
 6 information over the last several months, and I've had a
 7 lot of meetings as well. I got -- I've talked to
 8 Congressman Don Young about this issue. I have met with
 9 Senator Lisa Murkowski with Robert back there about --
 10 and I think about six or eight of her staff members
 11 about a week ago. She -- we had an hour-long meeting or
 12 something like that. Met with Senator Mark Begich about
 13 this issue several months ago as well. And Senator
 14 Murkowski and Senator Begich both have staff here, as
 15 some of you noticed.
 16 It's also been a real honor to have
 17 Representative Herron here with us over the last 24
 18 hours. We've toured around a lot of the area. It's
 19 just a beautiful area. You all are -- you probably take
 20 it for granted because you're here, but it's just really
 21 beautiful and I've been -- we've been really enjoying
 22 our time here.
 23 The agenda for this visit was largely created
 24 not by me, but by Kristi Williams working with Della and
 25 working with Gary and others. And that was -- it's

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1 been, you know, sort of put together by a team, and I'm
 2 really grateful for all the team that worked on putting
 3 this visit together and it's been a terrific visit.
 4 I'm here at the directive of Secretary Salazar,
 5 who said that I should come out here and do as I said.
 6 I will take back what I learn here today and yesterday
 7 to -- and tomorrow, because tomorrow I'll be taking the
 8 boat trip back over to Cold Bay. I'll be taking that
 9 information back to Secretary Jewell as sort of part of
 10 this greater consultation process and to provide more
 11 information about the Izembek road to Secretary Jewell
 12 so that when she makes a decision, she will have the
 13 entire context of that decision.
 14 She -- it's her job to make a final decision
 15 about whether to build the road or not. And I hope to
 16 help her, you know, provide better context for her as
 17 she makes that decision.
 18 She's new on the job, but she is absolutely
 19 terrific. She spoke to NCAI, National Congress of
 20 American Indians, yesterday, I guess it was, and she has
 21 been really digging into Indian issues, Native issues,
 22 and she's really excited about this work.
 23 She has some past experience working even in
 24 Alaska. She was a banker for the NANA Corporation,
 25 among other groups, and so she has some experience with

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1 Natives and some experience with Alaska indeed.
 2 So I want to keep -- make sure we keep our focus
 3 on the medical evacuation issues. Those are very
 4 important issues, and they deserve our attention. And
 5 that's primarily what I'm here to learn about. We --
 6 I'd like us to go ahead and get started. And what's
 7 going to happen here is anybody that would like to speak
 8 is going to have an opportunity to speak, to, you know,
 9 just tell us what you'd like to tell us about the
 10 evacuation issue.
 11 Now, we've introduced everybody here in the
 12 room, but I would ask -- we've got a court reporter on
 13 the phone, and I'd ask everybody to speak loudly. And
 14 we might sort of pass these mics around so that the
 15 court reporter can take a transcript of this. The
 16 reason for that is this is a very important meeting and
 17 we don't want to miss anything and the court reporter
 18 will help us to transcribe this meeting.
 19 And we also need to ask -- a couple of other
 20 things: There are some people on the phone. I would
 21 ask the people on the phone, when they're not speaking,
 22 if they would put their own phone on mute so that the
 23 noise doesn't come through, but we also need to figure
 24 out who is on the phone. So I would ask those folks to
 25 introduce themselves, if there's anyone on the phone

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1 other than our court reporter.
 2 **BRUCE WRIGHT:** Bruce Wright, senior scientist,
 3 Aleutian Pribilof Islands Association.
 4 **KEVIN WASHBURN:** Great. Thank you, Bruce.
 5 Is there anybody else on the phone?
 6 **NIKKI HOBLET:** This is Nikki Hoblet. I'm vice
 7 mayor of City of False Pass, and there's a few other
 8 people here that are going to introduce themselves.
 9 **RUTH HOBLET:** Ruth Hoblet.
 10 **CHRIS EMRICH:** Chris Emrich.
 11 **WILFRED CARLOS:** Wilfred Carlos.
 12 **WILLIAM SHELIKOFF, JR.:** William Shelikoff,
 13 Jr.
 14 **MONTY CHITTY:** Monty Chitty.
 15 **NIKKI HOBLET:** And that's it for here.
 16 **KEVIN WASHBURN:** Great.
 17 Is there anybody else?
 18 Okay. I want to thank all of you for calling
 19 in on the phone. And both for those people on the phone
 20 and those people here and present, when you make a
 21 comment, please first introduce yourself and state your
 22 affiliation one more time just so the court reporter can
 23 keep that for the record so she knows who is speaking.
 24 And any time you do speak, please identify yourself,
 25 again, for the court reporter. We hoped to have her

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1 present in the room, but she got stuck in Cold Bay. Go
 2 figure. We've all had that happen.
 3 We also -- there was some early questions
 4 about whether the press would be open -- be able to
 5 attend this event. Ordinarily we don't allow our tribal
 6 government-to-government consultations to be open to the
 7 press because this is a government-to-government
 8 relationship and it's not for the press. It's for the
 9 two governments to consult with one another, so we have
 10 not invited the press to this event. The press is able
 11 to come to the public meeting that will happen
 12 immediately after this one, though, if they're -- if
 13 they wish to do so, so they can attend that meeting if
 14 they like.
 15 Okay. Well, that's all I have to start with. I
 16 would ask -- we can -- you all are welcome to ask me
 17 questions, but I would ask you to hold the questions for
 18 me until after we've -- everybody has kind of had the
 19 chance to speak. We can do sort of a Q and A portion at
 20 the end if you like, but mainly the purpose of this is
 21 to hear from all of you, because I need to make sure
 22 that I get adequate information to take back to the
 23 secretary. And I've heard some of it from some of you
 24 on other occasions, but I want to make sure that I get a
 25 chance to hear from all of you.

1 And, finally, if anybody has something that they
 2 think of tomorrow morning, we're going to keep the
 3 record open for two weeks. So if you have something
 4 that you forgot to say and you would like to send a
 5 letter or something like that, please feel free to send
 6 us a letter. I'd ask you to send it within the next
 7 couple of weeks so that we can, you know, kind of finish
 8 this process up, because my job is to prepare a report
 9 for the secretary at the end of this, and I'd like to
 10 get started on that, but I want to keep enough time for
 11 people to get a chance to, you know, submit whatever
 12 they'd like.

13 **DELLA TRUMBLE:** If they'd like to give them to
 14 me so -- we can forward them to the office. We'd be
 15 happy to do that for you also.

16 **UNIDENTIFIED SPEAKER:** Would you like those to
 17 be e-mailed to you?

18 **DELLA TRUMBLE:** Or e-mailed.

19 **UNIDENTIFIED SPEAKER:** Because I actually did
 20 get approached by someone who couldn't attend who asked
 21 if they could e-mail a response.

22 **KEVIN WASHBURN:** Absolutely. Thank you.
 23 Okay.

24 **THE REPORTER:** Excuse me. This is Valerie,
 25 the court reporter.

1 I went into labor here in town. And it was kind of a
 2 foggy, dreary day. And I went up in the morning to the
 3 clinic. And I got up there and the wind started to
 4 blow. And with -- the new airline had just come in.
 5 And it was Grant Air. And they had said that they
 6 couldn't get me on the airplane because, one, I was 34
 7 weeks pregnant, and I was in labor.

8 And so I had to sit at the clinic, and they
 9 got my husband on the plane so that he can meet me in
 10 Anchorage because he couldn't be on the medevac plane,
 11 that was if the medevac plane could get to me. But when
 12 they called, they said they couldn't. They couldn't
 13 come and get me. And I had to -- I had the choice of
 14 getting on a boat -- and you'll see tomorrow that it
 15 was -- it's virtually wicked, because it was already
 16 starting to blow, it was easterly, so that's very, very
 17 wicked wind here.

18 And so the medevac plane called and said
 19 because it started to blow so hard -- it was already
 20 blowing about 40 -- that they couldn't come in here. So
 21 my last hope were two things: One, a boat; and another
 22 was the coast guard. And God willing, the coast guard
 23 was around the corner -- one of their big ships was --
 24 and had a helicopter aboard.

25 They came in on the helicopter and picked me

1 **KEVIN WASHBURN:** Yes, ma'am?

2 **THE REPORTER:** I'm having a really hard time
 3 hearing anybody that's not right next to the phone.

4 **KEVIN WASHBURN:** Okay. So what we're going to
 5 do is try to pass the -- there's a -- this is a
 6 teleconference phone and what we'll do is try to pass
 7 the mic so that each person who speaks has the mic right
 8 in front of them when they speak.

9 So thank you, Valerie, for speaking up.

10 Okay. Why don't we try to do that. Whoever
 11 wants to speak first, let's pass the mic to them. And
 12 if anybody not sitting at the table wants to speak, they
 13 can bring a chair up so that she can hear them.

14 Let's go ahead and -- again, who would like to
 15 say a few words first?

16 **ETTA KUZAKIN:** I will.

17 **KEVIN WASHBURN:** Thank you, Etta.

18 **ETTA KUZAKIN:** First, let me apologize for the
 19 emotion that you're going to see. And I apologize
 20 because I am the president of the Agdaagux Tribal
 21 Council, but I'm also a mom of three. And the story
 22 that I have to tell has to do -- I tried to bring my
 23 three-month-old daughter with me today, but she wouldn't
 24 come. She wasn't going to have any of this.

25 Three months ago I was 34 weeks pregnant, and

1 up at the airport and brought me from here to Cold Bay.
 2 We had to go around the long way, so I had 40 minutes of
 3 being on the helicopter, feeling like a top, being in
 4 labor. And when I got into Cold Bay, by then it was
 5 already blowing 60 miles an hour. They couldn't open
 6 the doors to the helicopter to get me out until they had
 7 everything all secure.

8 And people who know me know that I wasn't
 9 about to wait. I don't have the patience to wait for
 10 people to do things for me. And so in 60-knot winds, I
 11 hopped out of the helicopter and walked over to the
 12 medevac plane and I got on the medevac plane. And while
 13 I was getting on the medevac plane, I got to watch my
 14 husband walk out to the PenAir plane to go to Anchorage,
 15 hoping that I wouldn't have my child on a medevac plane
 16 going to Anchorage.

17 So I got on the plane and, Lord willing, I
 18 made it there. Two hours later, my daughter was born by
 19 cesarean section. I could not have had my daughter
 20 here. She would have died and so would I, because there
 21 was nobody in our community that could have given me a
 22 cesarean section here.

23 And so the road may be something that people
 24 are looking at in a different light, whether it be for
 25 recreation or for birds, but that is not what it is for.

1 It is for people like me. It is for my children. It is
 2 for my daughter so that I never have to worry, because I
 3 want them to be here. I want all of our children to
 4 want to be here, and they don't want to be here if you
 5 can't be safe, if there's not a safe way out, and that
 6 is what I want. I want my children to feel safe, and I
 7 want to feel safe.

8 You know, this was, you know, less than three
 9 months ago. It's fresh. It hurts. It's -- you know, I
 10 see people and I see the things that are written and I
 11 want to explode. I want to -- I want to just -- I want
 12 them to understand, but nobody understands unless you
 13 come here, unless you hear and you look at me. And I
 14 wish I could have brought my three-month-old daughter so
 15 you could look at her, because this has nothing to do
 16 with anything else but our lives. So thank you.

17 KEVIN WASHBURN: Thank you, Etta.
 18 ETTA KUZAKIN: Next? Sorry.
 19 KEVIN WASHBURN: No one wants to follow Etta.
 20 BRENDA WILSON: My name is Brenda Wilson. I
 21 have lived here for 34 years. I think when I first got
 22 involved in talking about this road issue was 23 years
 23 ago when my daughter got really sick at the age of 18
 24 months. And I remember being down at the clinic, the
 25 same day you were when your husband was sick. And we

1 couldn't get to Cold Bay. And she had a bleeding
 2 disorder that if she didn't get the bleeding stopped or
 3 the thinning of her blood done, she would have died
 4 because her intestines would have swelled up and you
 5 can't do anything out here.

6 We were lucky enough that a plane that was
 7 passing by coming from Dutch Harbor happened to have a
 8 window of an opportunity to stop in here, which they
 9 did, at 60-knot winds again. That seems like a really
 10 odd number, but they landed up here. It was a conquest.

11 And we didn't have to pay our way or pay the
 12 seat fair to get on that plane. We couldn't take
 13 anybody with us because it was a chartered Japanese
 14 airplane from -- the people were from Japan, and it was
 15 a Japan owner of PeterPan at the time, so they paid for
 16 everything. We were lucky we got out there; she
 17 survived.

18 But two years after that, my husband had to be
 19 on a medevac because he -- a nail had popped up and went
 20 into his eyeball and was a fraction of an inch from his
 21 brain. He didn't lose his eye. He survived.

22 And then on from that, I was an EMT for 14
 23 years. And being an EMT, going back and forth from Cold
 24 Bay numerous times where you get up there, you have
 25 these people fastened in there so tight these people

1 cannot even wiggle, but when you're on a 120-foot boat
 2 and you're taking them off by crane up at the dock in
 3 Cold Bay, people tend to slip. And if they tend to
 4 slip, you have to put them back on the boat and bring
 5 them back.

6 We had a gentleman who had his leg broken at
 7 the cannery down here. We had to bring him back. It
 8 was three days before they could get him back to Cold
 9 Bay. They had to re-break his leg when they took him to
 10 Providence because it already started to heal but it was
 11 healing wrong.

12 There was a gentleman who worked in our
 13 brand-new beautiful school over here, slipped off some
 14 air ducting. He fell down, landed on his head, and he
 15 broke his C-5 in his neck. And we were very, very
 16 careful with him. No planes could get in here. By then
 17 it was getting dark so the coast guard plane was brought
 18 out and was -- coast guard helicopter to bring to Cold
 19 Bay to come to King Cove. It took them four hours and
 20 45 minutes from Cold Bay to King Cove. They got stuck
 21 behind Deer Island for three hours in the wind. By the
 22 time they got here, it took them 13 and a half minutes
 23 to get back to Cold Bay because of the winds.

24 And numerous times beyond that we have watched
 25 and we have seen people in medevacs. We have seen

1 people who have died before they could get over to Cold
 2 Bay with a medevac situation. We've had injuries become
 3 really tragic injuries by the time they could get to
 4 Cold Bay.

5 If you look at a medevac purpose, that road
 6 can be kept open year round, all year round, and it's
 7 usable for medevac purposes to take people up there in
 8 the ambulance. It's a heck of a lot shorter than having
 9 to wait two, three, four days. Some days you can't get
 10 a boat by that dock up in Cold Bay.

11 We're talking about the borough assembly
 12 putting in wave barriers up there on the dock to make it
 13 easier, but that's years down the road. We have been
 14 working on this for over 20 years. When we talk about
 15 medevacs and our situation, people make comments about
 16 we could move, we could go somewhere else. But as you
 17 can see, we've lived here, people die here, yes, but I
 18 think we have the right to be able to have access.

19 When you were talking about the roads up there
 20 in Cold Bay, if you fly over up there, you will see when
 21 the army used to be up there, it is documented in United
 22 States government books 92 miles of roads used to be up
 23 there. If there is 92 miles of road that used to be
 24 there that is documented in the U.S. documents and they
 25 didn't wreck the environment up there -- there used to

1 be numerous huntings that went along -- how is our
2 medevac situation going to make that worse? I really
3 don't think it's going to.

4 I think if you look at -- people call it
5 trauma and drama. So many people get terrified and
6 scared of taking off and leaving here in tremendously
7 bad weather. The plane crashes that we've had. It --
8 we shouldn't have to be dealing with life and death in
9 that situation. It is a short, short jaunt of a road.

10 I worked on that road last year when we got up to the
11 northeast corner, and that little tiny chunk of road
12 that needs to be connected, we shouldn't have to be
13 fighting over that when we're talking about people's
14 lives, people's history.

15 I have grandchildren. I want my grandchildren
16 to be able to live here, survive here, and grow here. I
17 want them to have businesses here. And what if they get
18 sick? My grandson, he's got a kidney disorder. And if
19 he gets sick, he has to be medevaced. And, oh, it's
20 easy to say to take him and put him in Anchorage, but
21 that's not where we live. That's not where our homes
22 are. That's not where our life is. That's not where
23 our jobs are.

24 And so I think that if people look at things
25 clearly, what's needed for our people, what's been

1 transplant. And the weather was too ugly to fly and too
2 bad for a boat to go out. But because of that dock
3 situation in Cold Bay, sometimes you have to hoist them
4 up. And, like you say, people fall off and it's too
5 dangerous for people that are ill, you know, very ill
6 with like a heart attack and people that are mangled and
7 bleeding. It's not a very good situation.

8 And we've lost too many lives already as it is
9 through this -- fighting for this road between here and
10 Cold Bay. And, like I say, already this generation is
11 so afraid to fly because of the situations that have
12 happened between here and Cold Bay. And it shouldn't
13 be -- you know, it shouldn't be -- it shouldn't be that
14 way. But, like I say, sometimes we -- I don't know,
15 like I say, my husband was one of those on that -- in
16 that situation.

17 And I believe that road should go through
18 for -- like I say, for our next seven generations. And
19 if you can't put it through there -- what's two little
20 miles? If you can't do two little miles between eel
21 grass, I suggest you build a San Francisco bridge right
22 across. That's all you need. Thank you.

23 KEVIN WASHBURN: Thank you, Ms. Samuelson.
24 JENIFER SAMUELSON NELSON: Thank you. As I
25 said when I came in -- I introduced myself as -- many of

1 fought for -- which I don't think we should have fought
2 this long. Twenty-some years people have been working
3 on this. And it shouldn't have had to be this long and
4 this arduous.

5 I think that if people look at the common
6 sense issue of day-to-day life and the history of our
7 people, I think we should have that chunk of road and
8 that chunk of land. All we're doing is connecting spots
9 where roads were before in reality. Thank you.

10 KEVIN WASHBURN: Thank you, Brenda.

11 TATIANA SAMUELSON: Okay. I'll introduce
12 myself as Tatiana. I am a concerned citizen here in
13 town for this road because this is our town, like Brenda
14 said. And what I'm working towards as an elder, as a
15 citizen here in town, is for the next seven generations.
16 I have two beautiful granddaughters that I want them to
17 live here and grow up as we did in this town, our town.

18 And looking back at our -- like our history of
19 this road, I went to Washington, D.C., over 20 years ago
20 with Della on that first trip for the road to D.C. And
21 like Brenda said, it took -- my husband had a heart
22 attack and it took them three days to get him out of
23 here.

24 And by the time we did get him out of here,
25 his heart was so damaged that he had to go for a heart

1 you know me as Ginger, but Jenifer Samuelson Nelson is
2 my name. I'm here formally representing the Aleut
3 Corporation as one of the 12 regional corporations, but
4 as I've stated I -- you know, this is also home. I'm
5 also a King Cove Corporation shareholder and an Agdaagux
6 tribal member.

7 It's -- you know, the stories are endless, and
8 it's nerve-racking and heartbreaking to hear these. The
9 one point that I want to stress, and especially looking
10 at a regional corporation viewpoint, is the magnitude of
11 land that we're willing to give our rights up to to the
12 federal government to have access to reliable
13 transportation is extraordinary.

14 The people fought hard to get that land from
15 the government, and now we're willing to exchange it
16 just to have the peace of mind to have access to
17 reliable health care that all of us who live outside of
18 this community take for granted on a daily basis.

19 You know, even though I do not live here, it's
20 also nerve-racking and heartbreaking to be on that
21 receiving end waiting for the call, did they make it,
22 are they landing, four hours in the ANMC ER room waiting
23 for your family member to arrive not knowing what kind
24 of shape they're going to be in when they get there
25 because they did not make it out in time.

1 And, you know, that -- these stories will
 2 continue and continue. And I think everybody has tried
 3 and -- you know, working together collaboratively with
 4 the State. I mean, the city and the tribe and the
 5 community and other communities -- you know, at the
 6 Aleut Corporation we have resolutions sitting in our
 7 boardroom, which we shared with you, from the ANCSA CEO
 8 group, from AFN, all in support of this road to
 9 continue.

10 So I just wanted to be here today to stress
 11 that and, you know, just the land that we are willing to
 12 give back to the federal government that for generations
 13 our people have hunted and subsisted on and fished on,
 14 just to have a peace of mind that you can get to an
 15 airport if you need to, so thank you.

16 **KEVIN WASHBURN:** Thank you, Ginger.

17 **TRISHIA TRUMBLE:** I guess since we're here to
 18 talk about -- I'm Trisha Trumble. That's good enough,
 19 right? Okay.

20 Since we're here talking today about -- the
 21 biggest issue is medical. You know, I think there's a
 22 lot of people in town that are -- fear of flying, the
 23 fact that, you know, people have to go to the clinic,
 24 they have to go get meds, in order to even get on a
 25 plane. So medically that's -- for me to even get on a

1 plane, because I was in a plane crash -- crash landed.
 2 And to this day, I can't get on a plane and I know
 3 plenty of other people that can't, and it's really a big
 4 issue.

5 I mean, I'll wait on weather no matter what.
 6 I'll wait for the nicest day. I'll sit in Cold Bay for
 7 a week before I get on a plane to come here. I will hop
 8 on a boat any day.

9 And not only that, I mean, there's -- I have
 10 family that have been -- you know, have had emergencies
 11 medically, you know. I'm grateful to have cousins that
 12 are still alive. And, you know, eventually one day --
 13 you know, my mom is getting old and stuff.

14 **DELLA TRUMBLE:** What?

15 **TRISHA TRUMBLE:** I mean, but with age anywhere
 16 there comes medical issues. Not only that, just -- I
 17 mean, I don't want to see the day where I have to put my
 18 mom on a plane or -- I have to deal with other people
 19 who have dealt with all these issues. I mean, to have
 20 to live that, you know, fear and seeing and even just
 21 the emotional impact it has on people's lives.

22 I mean, even just being in a plane crash, it
 23 has put a really big emotional impact and it has taken
 24 me a long time to come this far. But still, I mean -- I
 25 still have to prep myself to even get on a plane. I

1 mean, eventually one day, hopefully, I can just drive my
 2 mom -- hopefully I don't have to, but just drive my mom
 3 over or whatever I have to do.

4 **KEVIN WASHBURN:** Thank you, Trisha.

5 **LEFF KENEZUROFF:** My name is Leff Kenezuroff,
 6 belongs to Belkofski Corporation. I'm the president of
 7 the Belkofski Corporation. I'm also a tribal member.

8 I believe -- I really think we really need to
 9 have a way for medevac cases like I've been through.

10 I've been medevaced out here how many times? Four times
 11 for a heart attack, I believe. Three other times I
 12 don't recall even leaving the city. I came to an
 13 Anchorage hospital. Last time, I believe, they said I
 14 was dead until they brought me to Anchorage.

15 And I got medevaced up on a crab boat when the
 16 weather was severe, couldn't get a plane in. Couldn't
 17 get behind the boat because I couldn't crawl on the
 18 ladder, so they dumped me in a crab pot. I got hoisted
 19 aboard in a crab pot. And when I got up to Cold Bay, I
 20 was hoisted off the boat in a crab pot in order to meet
 21 medical purposes.

22 I totally believe we do really need this road.
 23 It would help the community, benefit to the people that
 24 need to be helped -- helped taken care of. And those
 25 younger ones behind us coming up, growing up, they need

1 something good to look forward to to go on with their
 2 life instead of sitting back, waiting for something to
 3 happen and people dying.

4 You should get over there and see -- even from
 5 here to Cold Bay on a boat, very dangerous. The
 6 skippers even -- they were taken up to get medevaced
 7 out, and it's hard. We lose too many people. With this
 8 road, I believe we could accomplish quite a bit for the
 9 medical history for the people of King Cove for all
 10 those that live here. Thank you.

11 **KEVIN WASHBURN:** Thank you, sir.

12 **DELLA TRUMBLE:** Is he going to be able to
 13 speak for Lucy on her medevac?

14 **UNIDENTIFIED SPEAKER:** Talk about Lucy's
 15 medevac.

16 **DELLA TRUMBLE:** Leff, will you talk about
 17 Lucy's medevac?

18 **LEFF KENEZUROFF:** Oh, yeah, yeah. They
 19 medevaced Lucy out here, too, my wife, a few times. One
 20 time we went up -- we called the coast guard. We went
 21 up to get -- get to the hospital, got her in an
 22 ambulance, got her up to the airport, get the coast
 23 guard to come in. The coast guard was in Cold Bay.
 24 They were going to come over, but due to the severe
 25 weather, we ended up sitting in Cold Bay for like an

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1 hour or two before the weather moderated somewhat,
2 diminished -- the wind diminished a little bit and then
3 they come in to get her. And I could not get on that
4 chopper with her. I had to catch the next plane the
5 next day, so . . .

6 The time before that, I think I got medevaced
7 two times before that in severe weather. Even had her
8 on a boat, had to hoist her up off the boat. We need
9 that road badly, very bad.

10 **KEVIN WASHBURN:** Thank you.

11 **KRINA MACK:** I'm Krina Mack with the Belkofski
12 Corporation. We're all talking about heart attacks, and
13 my husband had a heart attack in '04, '05. And our way
14 to Cold Bay was also by boat, rough weather, where we
15 had to hoist them up by a rope, with two people down
16 below and some up top and the boat is rocking back and
17 forth and you had to try to get on the ladder yourself
18 to get up yourself. And it's very hard and scary. Like
19 everybody is saying, it's scary.

20 And, also, for us to get our medications
21 for -- like some -- from Anchorage -- a lot of people
22 need their medications and sometimes they can't get it
23 out in here. Sometimes they can't get blood out here
24 from the hospital. They have to wait and wait
25 because -- due to bad weather.

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1 Bay portion is what is really hard.

2 And within our company, one of the worst sites
3 that all technicians talk about is just King Cove, Cold
4 Bay. There's been a tremendous amount of bad flights
5 just out here. And I can't wait where my truck gets to
6 drive over and we can service Cold Bay better, but it's
7 tough to take that flight.

8 But, yeah, I do travel it a tremendous amount.
9 I'll probably be traveling there again next week, but
10 that's my job, is to travel King Cove, Cold Bay, and
11 Sand Point. That's all I got.

12 **DELLA TRUMBLE:** Do you want to check the
13 people that are online?

14 **KEVIN WASHBURN:** Let me ask Harlen a question
15 first. You know, one of the things that people have
16 been talking about about climate change is that weather
17 is getting far more severe and far less predictable.
18 And I guess what I would ask maybe you or others that
19 have, you know, any information, does that seem to
20 be making this problem worse?

21 **HARLEN NEWMAN:** I -- you know, just from
22 knowing the pilots pretty well, getting to hear about
23 their flights all around the area, they have been
24 running into some issues where it's unexplained.

25 You guys all heard about the Eric trip coming

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1 And it also is pretty scary when you have to
2 put up -- have to hoist a child up from a boat in bad
3 weather, especially in the wintertime. And like
4 everybody said, this weather -- this road is something
5 that everybody should -- you know, should look at and
6 say, "We're going to give you that little piece of
7 land." And I think it's very, very important that we
8 all look at this little piece of land and quit fighting
9 and say, "Let's be happy."

10 **KEVIN WASHBURN:** Thank you, Mrs. Mack.

11 **DELLA TRUMBLE:** Harlen?

12 **HARLEN NEWMAN:** Me?

13 **DELLA TRUMBLE:** Harlen is an Agdaagux
14 Tribe council member.

15 We're talking about medical evacuations and
16 the importance of the access -- the impact that
17 non-access --

18 **HARLEN NEWMAN:** Like she said, I'm Harlen
19 Newman. I work for TelAlaska. I'm a tribal member. I
20 guess the best thing I could say is the last five years
21 I probably traveled from King Cove to Cold Bay roughly
22 50 to 60 times. That's one of my service areas is Cold
23 Bay. And I, like Trisha, dread flying. I've been
24 getting worse over the years. The family, you know,
25 they worry about me. It's just that King Cove to Cold

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1 from False Pass where he dropped a couple thousand feet,
2 knocking himself out unconscious. When he finally woke
3 up, he was underneath the airplane. He had to grab the
4 yoke to get himself upright. And when he finally did
5 land in Cold Bay, the back wings were folded up, and
6 that was unexplained. It's just stuff like that
7 that's --

8 **UNIDENTIFIED SPEAKER:** A wind shear out of the
9 blue.

10 **HARLEN NEWMAN:** Yeah. And he said it was a
11 flat, calm, beautiful day.

12 **UNIDENTIFIED SPEAKER:** Yep.

13 **HARLEN NEWMAN:** But, yeah, as far as the
14 weather change in the last -- since I started to -- now
15 it always seems like it's been crappy.

16 **UNIDENTIFIED SPEAKER:** It's always been that
17 way.

18 **HARLEN NEWMAN:** Yeah. Picked the right day,
19 yeah.

20 **KEVIN WASHBURN:** Okay.

21 **ETTA KUZAKIN:** It has gotten -- this is Etta
22 Kuzakin again. I remember my dad, who is -- who has
23 passed on, was flying with Ginger's mom, who has also
24 passed on. My dad had a broken hip.

25 **UNIDENTIFIED SPEAKER:** I wasn't on that plane.

1 **ETTA KUZAKIN:** And Ginger's mom had just had a
2 baby, and they were coming from Cold Bay --

3 **UNIDENTIFIED SPEAKER:** She was still pregnant.

4 **ETTA KUZAKIN:** Was she? Oh, she was still
5 pregnant. But my dad had a broken -- that's right. My
6 dad had a broken hip and she was pregnant. And they
7 were coming from Cold Bay from here. When they were
8 coming over here, they hit a wind shear and my dad
9 swears that he could count the veins on the leaves on
10 the side of the mountain. They were -- and when they
11 got off the plane -- my dad had a broken hip, mind
12 you -- he was hopping off the plane. He was moving. He
13 was getting off. They were -- you know.

14 And from then to now, it's -- you don't --
15 it's kind of a -- it's what you expect. You expect when
16 you go to Cold Bay to get thrown around some. Anybody
17 who's flown with me -- and that means pilots. When I
18 call to go on an airplane, they will flip coins to see
19 who has to come and get me, and I'm not exaggerating. I
20 don't like to fly, and I -- it's scary.

21 You know, you're not supposed to do that. God
22 didn't make us to be flying around, smacking around, you
23 know, like -- I don't want to go on a roller coaster
24 ride. That's not what I paid.

25 You know, and if I've been pregnant three

1 times. So when you're pregnant here in these
2 communities, you have to leave a month early, plus you
3 have to go out for numerous appointments that you have
4 to go to Anchorage for. So what's that? Four on five
5 trips on top of it that you've got to fly out. So you
6 don't get to be premedicated. You just have to smile
7 and -- you know, it has gotten worse.

8 But from way back to now, the plane rides are
9 extremely wicked, extremely wicked. And I don't want
10 you to be on an extremely wicked flight, but I'm telling
11 you, if you were on an extremely wicked flight, things
12 would be looking -- you'd look at things a whole lot
13 different.

14 I'm -- you know, I was very thankful it was
15 beautiful for you yesterday. But, yeah, it has
16 gotten -- you just expect it to be ugly unless it's a
17 beautiful day like yesterday.

18 **KEVIN WASHBURN:** Thank you, Etta.

19 Is -- I think everybody here that's wanted to
20 speak has had a chance. And if you haven't, just speak
21 up. But let's see if there's anybody on the phone that
22 would like to speak up about any of these issues.

23 Is there anybody on the conference call that
24 would like to speak? If so, please identify yourself
25 and your affiliation and then go ahead.

1 **BRUCE WRIGHT:** Hello. This is Bruce Wright.
2 I'm the senior scientist at Aleutian Pribilof Islands
3 Association. And our CEO, Dimitri Philemonof, asked
4 that -- for the record, that I read the three letters
5 that he sent in, and then I'd also like to add mine. If
6 that's appropriate for me to read the letters and offer
7 those to the record, I would do that.

8 **KEVIN WASHBURN:** I think that's probably okay.
9 If you'd like to just send them in, you could. But if
10 you want everybody else to hear them, too, you can --
11 you should feel free. If you're going to be reading for
12 a long time, you might just want to summarize a little
13 bit perhaps.

14 **BRUCE WRIGHT:** It's pretty fast. They're
15 all -- it's five pages.

16 **KEVIN WASHBURN:** Fair enough.

17 **BRUCE WRIGHT:** And it's pretty fast.

18 **KEVIN WASHBURN:** Okay. Go ahead.

19 **BRUCE WRIGHT:** Okay. June 5th, 2013, a letter
20 to you, written testimony in support of the Izembek land
21 exchange road corridor:

22 "Dear Assistant Secretary Washburn: On behalf
23 of the communities of King Cove and Cold Bay, I offer
24 this testimony in support of the Izembek National
25 Wildlife Refuge land exchange road corridor. The

1 Aleutian Pribilof Islands Association is a regional
2 Native nonprofit State-incorporated agency serving the
3 13 federally recognized tribes in the Aleutian Pribilof
4 Islands region since 1976."

5 "APIAs staff and many clients transporting in
6 and out of the refuge area rely on safe, timely air
7 travel between King Cove and Cold Bay. It's fortunate
8 that APIA has not been directly impacted or injured or
9 have loss of life to our staff or clients, making the
10 air travel trip between the two communities. Many of
11 our staff and clients have on many occasions missed
12 meetings or appointments due to the weather restricting
13 air travel or water transport."

14 "Land transport between Cold Bay and King Cove
15 is a reasonable alternative when weather prohibits air
16 travel. And the right of transporting by road is no
17 less a right for these two communities than any other
18 population living and working around federal reserve
19 lands throughout the U.S. It's unimaginable that the
20 risk and loss of life is of lesser value or impact than
21 the environmental impact of the narrow corridor or the
22 land in question for the road."

23 "I beseech the secretary to recognize the
24 sacrifice and the value in life and land the communities
25 of King Cove and Cold Bay are willing -- have and are

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1 willing to exchange for approval to adequate safe travel
2 in the Izembek National Wildlife Refuge," signed Dimitri
3 Philemonof.

4 That's the first one. The second one:

5 "Dear Secretary Washburn: First, on behalf of
6 the communities of King Cove and Cold Bay and the
7 Aleutian Pribilof Islands Association board of
8 directors, I thank you for making the effort to travel
9 to Alaska to meet with tribal representatives. I hope
10 this visit will provide you with the unique opportunity
11 to see firsthand the urgent need for a road between the
12 two communities as it relates to the health and safety
13 of our people."

14 "We look forward to participating in the
15 June 26th meeting" -- I guess I've been doing that --
16 "being conducted through the Alaska Native Tribal Health
17 Consortium to discuss this pending land exchange and the
18 importance that this road will have in meeting basic
19 medical needs within our region."

20 "Although the Aleutian Pribilof Islands
21 Association does not directly provide primary care
22 services to King Cove, we do have the Belkofski Tribe
23 tribal members living in King Cove under the contract
24 help purchase care arrangement with the East Aleutian
25 Tribe, King Cove tribal clinic. As such, my testimony

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1 is intended to express from a health and medical
2 perspective APIA's strong support of the road to benefit
3 our Belkofski tribal members, in addition to supporting
4 East Aleutian tribes' requirements to provide medical
5 services to the King Cove community."

6 "As you are no doubt aware, the road, once
7 constructed, will allow for access to Cold Bay, which is
8 a major landing and port hub to the Aleutians. Cold Bay
9 is accessible both by air and water from our Aleutian
10 communities. However, due to oceanic conditions typical
11 of the Alaska coastal areas, traveling by sea is
12 dangerous, considering the treacherous waters and
13 visibility conditions."

14 "Our case management team relies -- relays a
15 couple recent" -- excuse me -- "relays a couple recent
16 examples where emergency water transportation was
17 attempted at considerable unacceptable personal risk of
18 our patients as follows: An elder needed to be
19 transported by boat to Cold Bay from King Cove and had
20 to be lifted by land, by boom crane -- to land by boom
21 crane in order to reach a medevac flight that was only
22 able to land in Cold Bay due to weather. Unacceptable
23 and extreme."

24 "Another elder traveling from King Cove was
25 offered to be put on a crab -- in a crab pot to be

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1 lifted because she couldn't climb the stairs from the
2 boat to the dock in Cold Bay. She refused. Again,
3 unacceptable and" -- I've got to tell you, I hadn't
4 heard about these examples until just recently. I can't
5 imagine being offered to crawl into a crab pot to be
6 lifted up on a dock.

7 "In addition, the lack of reliable access to
8 air and water transportation from King Cove to Cold Bay
9 creates logistical issues for routine and specialty
10 medical appointments for patients being referred to the
11 Alaska Native Medical Center in Anchorage."

12 "Unreliable flight service into King Cove,
13 which frequently cancels due to weather, coupled with
14 inaccessible and dangerous water transportation between
15 King Cove and Cold Bay creates a scheduling nightmare
16 for both patients and providers. Patients are faced
17 with missed appointments, which in most cases cannot
18 readily be rescheduled. This results in long delays in
19 access to much needed care by our patients, sometimes as
20 long as a year or more."

21 "Since travel must be coordinated between
22 Medicaid and ANMC's Qu yana travel, the bureaucratic
23 process of canceling, rebooking, and reconciling
24 financial responsibility is a nightmare when canceling
25 occurs," and I bet you everybody is nodding their head

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1 right now.

2 "Patients returning home are often stranded in
3 Cold Bay without tickets and lodging. They typically
4 are not able to enter -- to either travel back home or
5 back to Anchorage, which creates a personal hardship on
6 families who have limited means of income or resources."

7 "Having access to Cold Bay via a road system
8 will be an incredible long-awaited improvement in
9 solving necessary access to care and emergency
10 transportation issues for all patients. Cold Bay is a
11 major hub and when the weather changes in the Aleutians
12 and the Pribilof Islands, it is often the only
13 alternative airport for all airlines."

14 "Cold Bay also has the coast guard and landing
15 site complete with infrastructure and logistical
16 support. While the King Cove clinic has had the benefit
17 of utilizing the coast guard as a last-resort effort in
18 an emergency situation, it has three to five hours to
19 the medevac or transportation. Having King Cove
20 patients and families have access to reasonable ground
21 transportation to access more reliable flight service in
22 Cold Bay can be a matter of life and death."

23 "As one resident stated so passionately at one
24 of our community meetings, 'I wish I were a bird or a
25 seal or an animal. I would have more rights than I do

1 now as a human being,' referring to the refuge
2 restrictions."

3 "Without a doubt, lives have been saved due to
4 the utilization of the runway in Cold Bay. However, if
5 we cannot get patients to Cold Bay, our patients will
6 not have access to the routine and urgent medical
7 treatment, which are required to survive."

8 "Thank you again for this opportunity. And,
9 once again, I offer testimony in support of the Izembek
10 land exchange and road corridor. We are confident that
11 you will support our plea to put patients first as you
12 make your decision in this important matter. Please
13 don't hesitate to contact me." This is from CEO of
14 APIA, Dimitri Philemonof, and our chairman of board
15 directors, Mark Snigaroff.

16 How are you guys doing? I have three more
17 pages.

18 **DELLA TRUMBLE:** Maybe you can have him --

19 **UNIDENTIFIED SPEAKER:** Very good.

20 **BRUCE WRIGHT:** Okay. I will continue then.

21 **KEVIN WASHBURN:** Bruce, why don't you -- why
22 don't you go ahead and just submit your letters for the
23 record, but let me ask you some questions so we can make
24 it a little more of a conversation. Will you tell me
25 APIA's role in this area?

1 **BRUCE WRIGHT:** In the region, APIA is a
2 regional nonprofit of which there's a dozen in the state
3 that were set up post -- because of ANILCA. And it
4 represents the tribes in environmental health issues, a
5 number of issues that sometimes are region-wide and
6 sometimes just deal with one community.

7 We have a bunch of specific departments that
8 deal with specific issues. I work on environmental
9 issues. People in King Cove know that I work on
10 paralytic shellfish poisoning and climate change
11 research and energy in the state. We have a health
12 department. So we represent the tribes and help the
13 tribes in a number of ways.

14 And sometimes we're specifically asked to step
15 in and deal with issues that are specific like this one
16 or more broad, and so sometimes we'll be called to go
17 back to Washington, D.C., and represent the tribes or
18 contact our senators who represent the tribes or a tribe
19 on a certain issue.

20 So we're a regional Native nonprofit
21 representing the Aleut region, which is -- which is --
22 includes King Cove and the Aleutian Islands and the
23 Pribilof Islands.

24 **KEVIN WASHBURN:** Okay. Thank you, Bruce.

25 **BRUCE WRIGHT:** And I'm the senior scientist at

1 APIA. The next letter was just Dimitri representing my
2 comments associated with the environmental impact
3 statement. I'm -- I've been a scientist in Alaska since
4 the '70s. I'm dating myself now, but I've dealt with a
5 number of issues. I was Governor Knowles' science
6 adviser. I worked on two ocean commissions stuff.
7 I've -- I was the lead scientist with the Exxon Valdez
8 oil spill for the government against Exxon. So I've
9 been around the block.

10 I reviewed the environmental impact statement.
11 I'm pretty widely published, and I found that there
12 were -- the scientific position in chapter four of the
13 environmental impact statement --

14 **DELLA TRUMBLE:** Bruce --

15 **BRUCE WRIGHT:** -- and their conclusions were
16 extremely weak, and so I made comments specific to what
17 I thought were shortcomings in the environmental impact
18 statement, especially chapter four.

19 **DELLA TRUMBLE:** Bruce, I do have a copy of
20 your letter that I have given to Secretary Washburn, and
21 our focus at this specific time is on the medical and
22 emergency and the access issue. On the second part of
23 this letter, we will focus on the other -- some other
24 issues involved, including some of the scientific data.
25 But I do -- I did give him a copy of the letter, so he

1 does have that.

2 And I hate to be -- not rude or pushy or
3 anything, but I do know there are people in -- a number
4 of people in False Pass sitting online and I believe
5 Tiffany in Sand Point is online, and I just wanted to
6 hopefully give everybody else a short time. I'm going
7 to turn it back to Secretary Washington.

8 **KEVIN WASHBURN:** So, Bruce, thank you very --

9 **BRUCE WRIGHT:** Thank you. That was my short
10 presentation. I'll hold off on the long presentation
11 for later. Thank you.

12 **KEVIN WASHBURN:** Thanks so much, Bruce. We
13 really appreciate it.

14 All right. Who else is on the line that would
15 like to -- a chance to speak?

16 **TRISHA TRUMBLE:** I've got to get going, but if
17 I could just make one last comment, especially about
18 this medical issue and stuff.

19 **KEVIN WASHBURN:** And this is Trisha Trumble
20 again.

21 **TRISHA TRUMBLE:** This is Trisha Trumble
22 speaking.

23 When you sit here and you listen to these
24 stories, granted, yeah, we know these people, you know,
25 but for the outside world, when people are listening to

1 this, they're like -- you know, when you hear a sad
 2 story on CNN, you're like, "Aww, that feels bad." But
 3 when you actually know these people, you are like
 4 impacted by it, too. You're affected by it, too.
 5 Sitting here, watching people tell their
 6 stories and they're tearing up and crying and -- you
 7 know, it just -- my heart just feels for them. And,
 8 like, I just want to say that, you know, we're a
 9 community. We're a region. We all feel together, you
 10 know, how much of the impact a person, you know, has.
 11 And, you know, from an outside view, it's just kind of,
 12 "Aww, that sucks," or "Aww, that's too bad," but, you
 13 know, we are a community, we are one, and we are a
 14 region. And, you know, not only does it affect one of
 15 us; it affects us all.
 16 **KEVIN WASHBURN:** Thank you, Trisha.
 17 Is there anybody from False Pass that would
 18 like to speak or Sand Point? Is that where the -- yeah.
 19 **DELLA TRUMBLE:** I'm hoping they're still
 20 online. They were online when we got started.
 21 Hi. This is Della. Is there anybody there in
 22 False Pass? Did we lose you?
 23 Tiffany, are you there in Sand Point.
 24 Go ahead, False Pass.
 25 **CHRIS EMRICH:** My name is Chris Emrich. I'm

1 professionals, medical professionals, that are here.
 2 And their hearts are breaking on these issues same as
 3 yours. They're in the trenches with you, and you're
 4 lucky to have such good people dealing with these
 5 issues, but that they feel somewhat overwhelmed by them
 6 as well. But that was nice.
 7 And then today we took a long drive out all
 8 the way to the northeast corner to the end of the road
 9 basically, and that was useful to get a sense of, you
 10 know, the road itself and what it might be like if it
 11 were finished. It was apparent that it would still be a
 12 relatively long drive, but it would be much more
 13 reliable than -- at least during weather it would be
 14 much more reliable than air or sea for sure, so that was
 15 helpful to see that.
 16 Does anybody else have any other comments they
 17 would like to --
 18 **BRENDA WILSON:** Yes.
 19 **KEVIN WASHBURN:** -- make?
 20 **BRENDA WILSON:** Brenda Wilson again. When
 21 you're talking about medical issues and trying to
 22 contain all this to medical issues, I think one of the
 23 things that we're missing and not taking into
 24 consideration is how many of the travelers who have gone
 25 up by boat between King Cove and Cold Bay that were

1 the city clerk out here. I want to let you know
 2 everybody out here is strongly adamantly that -- in
 3 support of the road. It's absurd to place the animal's
 4 rights in front of the human's rights. People need
 5 medical care. They need to get to where they need to
 6 get and not having a road is kind of absurd and a lack
 7 of common sense.
 8 **DELLA TRUMBLE:** I'm sorry. This is Della.
 9 Can you repeat your name again? We did hear what you
 10 said.
 11 **CHRIS EMRICH:** Chris Emrich.
 12 **KEVIN WASHBURN:** Thank you, Chris. Thank you.
 13 Is there anybody besides Chris that would like
 14 to speak there?
 15 Okay. Well, let me say a couple of things.
 16 And if anybody, you know, has more to say, they're
 17 welcome to, but just to summarize a little bit what's
 18 happened the last day or so. So yesterday we toured the
 19 clinic, the sort of whole delegation that was out here,
 20 including Samantha. I didn't mention Samantha earlier,
 21 but Samantha works for the State DNR, Department of
 22 Natural Resources.
 23 We toured the clinic over at Cold Bay and then
 24 today we toured the clinic at King Cove. And one thing
 25 that is apparent is that you have very dedicated health

1 going to leave on an airplane or attend a business trip
 2 or a family event, which turned into a medical event.
 3 I was on one of those -- our CEO for our
 4 clinic -- our past CEO fell overboard. She dislocated
 5 her shoulder a few years ago. Last year I went up on
 6 the Island Trader to go and attend an Aleutians East
 7 Borough assembly meeting in Anchorage. And I got to
 8 the -- near to the top of the ladder. And Cold Bay
 9 hadn't -- there was a ladder that wasn't attached to the
 10 dock, so it came over to the lip to the dock, but if
 11 people weren't standing on it, that ladder would fall
 12 back.
 13 And I fell back five feet, hit the edge of the
 14 Island Trader, bruised my ribs, cracked three ribs,
 15 bruised my shoulder and arm tremendously. Luckily, Dale
 16 Gould and Connie's Chris -- what's his last name?
 17 **UNIDENTIFIED SPEAKER:** Israelson.
 18 **BRENDA WILSON:** Israelson, Chris Israelson,
 19 grabbed one shoulder and Dale Gould grabbed the other
 20 and they -- they -- right before I would have slipped
 21 off and I would have went in the water, and they pulled
 22 me up on the top. But I didn't have time to go to the
 23 clinic there so I had to go all the way to Anchorage and
 24 go to the emergency room there before I found out that I
 25 had fractured my three ribs and I was tremendously

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1 bruised up.
 2 But these are people who are going out for
 3 regular events because of -- due to weather you can't
 4 fly out, and there's been numerous events where people
 5 have ended up having medical events getting there. So
 6 those also occur and need to be taken into
 7 consideration.
 8 It's a life-threatening event sometimes when
 9 you go on those boats just to go up there. And a lot of
 10 times the captains do this out of the goodness of their
 11 hearts. Sometimes they get paid; sometimes they don't.
 12 And when we end up getting hurt, it's on us. Thank you.
 13 **KEVIN WASHBURN:** Thank you, Brenda.
 14 And I will tell you, yesterday it was
 15 perfectly calm weather. It was a pretty nice day. And
 16 I took that ladder -- over there at Cold Bay, I took the
 17 ladder down all the way to the water, which may be 20
 18 feet or something like that, and I'm in pretty good
 19 shape, and it was -- I mean, it's -- it was hard.
 20 **BRENDA WILSON:** Yeah.
 21 **KEVIN WASHBURN:** So I can't imagine when
 22 you've got a rocking boat and you've got bad weather and
 23 you've got wind and you've got rain and you've got
 24 slippery metal and all that. I'm impressed by the
 25 people that have accomplished that and I can imagine

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1 lots of people getting hurt trying to do that. It's
 2 hard.
 3 Della?
 4 **DELLA TRUMBLE:** Assistant Secretary, you know,
 5 you've heard from me and everybody and has seen my face
 6 on numerous occasions, but today I had a phone call from
 7 an elderly lady in Sand Point, and she's 80-some years
 8 old. She used to be a teacher in Belkofski for many
 9 years. Her name is Mary Olsen.
 10 And I struggled right here listening to this
 11 discussion because the bulk of her letter is about
 12 medical emergencies. In this case, she's talking about
 13 her husband Gene, Eugene Olsen, who was medevaced from
 14 here 42 years ago in conditions that -- in a small boat
 15 that they finally took him over, it was blowing, icing
 16 conditions. The crew were chopping ice the whole way.
 17 It took them quite a while to get a boat to actually
 18 take them to Cold Bay because of fear of the icing,
 19 which too much ice is going to roll the boat. Everybody
 20 would have died.
 21 Mary goes on to talk about talking to PeterPan
 22 and saying they make it -- PeterPan Seafoods, and saying
 23 they made it to Cold Bay, they're getting him to a
 24 plane. She talks about a month later -- this is 42
 25 years ago -- that she was finally able, her and her

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1 three daughters, to find out "My husband made it. He's
 2 okay. He's doing okay." And it was probably another
 3 three months before they saw him that he got back here.
 4 And she's saying, "So what has changed in 42
 5 years? One scientist has finally found a cure for the
 6 problem." It was a stomach problem. It goes into a
 7 little bit more detail about what that was. And it
 8 says, Today we have land lines. We have cell phones and
 9 internet, so we can communicate with anyone everywhere.
 10 But what hasn't changed? The need for a road between
 11 these two communities?
 12 King Cove is a town of a thousand, and
 13 PeterPan is one of the largest canneries. It's a
 14 fishing fleet, includes not only King Cove residents,
 15 but Sand Point, False Pass, Nelson Lagoon residents, and
 16 fishermen from Outside for either the cannery's canners
 17 or part of the cannery themselves, part of our
 18 community. We're all -- when Trisha said these
 19 communities are together, we're mostly all related in
 20 one way or another.
 21 If you are sick, injured, or otherwise need to
 22 be medevaced out, King Cove would be likely a place for
 23 initial medical treatment. That was something that was
 24 brought up today. That does happen.
 25 If you can get access to a hospital or

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1 emergency, the missing link is the life-saving link
 2 missing here, and that's the road. Even though she
 3 lives in Sand Point now, she has a fear -- you know, the
 4 kids, the students, she's a teacher, watching our kids
 5 fly back and forth. Some of the conditions -- and
 6 you'll hear that later this evening because I won't
 7 get into too much of that, but she says her son and her
 8 grandsons fish out of here. And they're in and out of
 9 here all the time, whether it is for medical reasons or
 10 coming in to get supplies.
 11 And she does talk about the environmental --
 12 this issue about the birds in great detail. And I'll
 13 tell you what, she's done the most awesome job in saying
 14 that -- you know, and I'm going to have to read this:
 15 "As to the claims of environmental damage to
 16 the birds, bears, and other wildlife, that's nonsense.
 17 Birds, brown bears wander freely between these two
 18 communities and in these communities." She said when
 19 she lived here many years ago, the bigger issue was
 20 rabid foxes, not the wolves or bears that we have now.
 21 "And wildlife far outnumber we the people, and Aleuts
 22 always respected the environment. What is more
 23 important? The survival of a people or an environment?
 24 The answer is man and the environment are one." And you
 25 look through this, "Because one purpose for all this,

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1 and that's a safe access for safe transportation," like
 2 Trish said, "or medical emergency situations."
 3 You know, the labor, she mentions here. And
 4 she basically says that "man and environment are one and
 5 just like in a perfect marriage, husband and wife become
 6 inseparable, indivisible, and definitely stronger. And
 7 the people who have lived here for thousands of years
 8 knew they could not survive if they ruined their
 9 environment. So much for understanding from us about
 10 such a simple thing."

11 I love this old lady when I read this letter
 12 today. I wish I could have been sitting right by her.
 13 But she said, "We are a simple and practical people,"
 14 and that is true. We basically have said that. "When
 15 there's a serious problem, we bend over backwards trying
 16 to comply with all the regulations and solve it," and
 17 that came very clear today in all of our discussions.
 18 "We don't often ask for much from our government, but
 19 when we do, you better believe it's for a good reason.
 20 Otherwise, we just live out here going about our
 21 business. We fish, we live, we survive. So please give
 22 us our road, or as Larry the Cable Guy would say, Let's
 23 get 'er done."

24 This old lady is -- I just chuckled because
 25 she hit on so many pieces of this and what we've

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1 **KEVIN WASHBURN:** Okay. Well -- and, yeah, I'd
 2 be happy to answer that. And if anybody else has
 3 questions for me, I can start answering those.
 4 Let me tell you that the trust responsibility is
 5 why I'm here. It's because Secretary Salazar said, I
 6 read, you know, the materials prepared by the Fish and
 7 Wildlife Service and I still have some questions. He
 8 said, I have questions about -- you know, about the --
 9 sort of the trust responsibility that we have to these
 10 Native people in these communities -- in this community.
 11 So that's why I'm here.

12 I will tell you that a large part of what the
 13 trust responsibility is, is making sure that your
 14 viewpoints are heard and incorporated into the decision,
 15 that those voices are part of the context for the larger
 16 decision. And at a minimum, that's what the trust
 17 responsibility means. It means the important views of
 18 Native communities have to be considered about matters
 19 that affect them.

20 So that's sort of the baseline, I think, about
 21 what the trust responsibility is. And so the trust
 22 responsibility doesn't always mean that Native
 23 communities prevail in an issue, but it means that their
 24 views necessarily have to be considered, and so -- and
 25 accounted for.

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1 discussed and have been for many years.
 2 But, Mr. Washburn, I just -- I think one of
 3 the things as we go through this and why we are here --
 4 I'll just stop and say this. This is Della Trumble and
 5 I do represent the tribe and an official spokesperson
 6 for both King Cove Corporation and the Agdaagux Tribe
 7 and have been involved in this process for the past 30,
 8 35 years, as Gary -- we have talked about it in this
 9 community.

10 But the bigger issue, I think, that has come
 11 up more so recently than ever is the issue of trust
 12 responsibility and how that plays a role and what
 13 exactly does that mean and where is it going to get us.
 14 You know, it's so critical that we try to solve this
 15 access issue so people can -- so we can stop going
 16 through -- you know, when we met with Secretary Salazar,
 17 I told him, "I can come back here with seven people on a
 18 plane once a week, and they can each tell you a
 19 different story."

20 And as we sit here as tribal members and
 21 tribal governments and looking at this issue that is
 22 trust responsibility, I guess, my question -- and to
 23 those representatives for the various governments here,
 24 I guess I'd like know what your definition of that is
 25 and how we go forward from where we are today.

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1 So that's -- I think that that's what -- you
 2 know, my job is to try to figure out how the trust
 3 responsibility applies here and what a trustee ought to
 4 do under circumstances like this. And so that's the
 5 message that I've been asked to carry back to the
 6 secretary, look into that issue and advise her on those
 7 things.

8 And I've got some thoughts that I'll share with
 9 you, but let me first see if there's any more specific
 10 questions like that or anybody else that wants to speak.

11 Savannah, thanks for helping set up. If you
 12 have --

13 **SAVANNAH YATCHMENEFF:** Yeah, no.

14 **KEVIN WASHBURN:** Okay. And we had someone new
 15 joining in. Sir, would you like --

16 **UNIDENTIFIED SPEAKER:** No.

17 **KEVIN WASHBURN:** Okay. I don't want anybody
 18 to feel left out.

19 **UNIDENTIFIED SPEAKER:** I don't like the word
 20 you're using, "think." Don't you think you should use
 21 the word "know" when you say you "think"?

22 **KEVIN WASHBURN:** I'm a law professor. We
 23 don't "know" anything.

24 **UNIDENTIFIED SPEAKER:** I mean, you come all
 25 the way up here to tell me that you think. I don't like

1 that word.

2 **KEVIN WASHBURN:** Well, I'm just not -- I don't
3 presume that I know very much. I'm -- you know, I've
4 been on the planet for 45 years, and I've learned a few
5 things, but I don't presume that I know very much quite
6 honestly, especially not about your circumstances, so --
7 I mean it only out of respect that I don't -- I don't
8 presume to -- you know, to know very much. I feel like
9 I'm here to learn and then to report back.

10 I'm just a servant, and so that's what -- I
11 apologize if the wording isn't appropriate, but that's
12 where that was coming from.

13 **KRISTI WILLIAMS:** If I could say something,
14 too. You know, I'm very fortunate to work for Kevin.
15 I'm Kevin's counselor, Kristi Williams. I'm Alaska
16 Native. And Kevin gave me the option of traveling to
17 King Cove. I'm seven months pregnant. It was a little
18 bit scary knowing your circumstances, but I know you
19 don't have an option in this. This is your life, so I
20 didn't feel like I had a choice. But I want you to know
21 that Kevin is going to deliver your message. That's my
22 role to help him.

23 **DELLA TRUMBLE:** And I'd like to just express
24 our thanks, because this is the big piece that we've
25 been missing. And you know and we made it very clear

1 But just -- and, like I say, you know, thank
2 you. I think we're done a little earlier, if nobody is
3 on the line. But it would give you a lot -- some time
4 to individually talk to people, I think. And sometimes
5 that works better for people --

6 **KEVIN WASHBURN:** Sure.

7 **DELLA TRUMBLE:** -- than speaking publicly.
8 And I do know there are a few people coming for later.

9 **KEVIN WASHBURN:** Okay. And, Della, just for
10 the record, you mentioned these posters. There's --
11 just for the record, because the court reporter isn't
12 here present, there's about eight posters here on the
13 wall. Tell me where the source of those posters is,
14 talking about the road in essence.

15 **DELLA TRUMBLE:** Basically what we've done
16 is -- you know, time and time again we say the same
17 message. And the biggest and clearest message are -- is
18 the ability to coexist. We are Aleut Agdaagux people
19 and Belkofski people tribal members and people from
20 False Pass, Nelson Lagoon, Sand Point. We have
21 subsisted off of those lands for thousands of years, and
22 we will continue to subsist off of them. They are
23 basically -- and so the signs say, "We are one with the
24 wildlife." And that will remain the same no matter
25 what.

1 how important and deep in our hearts this is. And I'll
2 tell you what, when you leave here, we want you -- your
3 fists flying and saying, you know what, you've got to
4 get this done, because, darn it, we're not getting
5 younger. But, God, help me look at that picture up
6 there of those little kids, because under that
7 picture -- 35 years from now, those kids are going to be
8 sitting here, not me. And they're going to be -- and
9 trust me.

10 So it's so important to think that from the
11 tribal standpoint, from the government standpoint, from
12 the Native people, these communities in this region, we
13 just need the strongest support we can get. And we're
14 thankful for, you know, our congressional delegation,
15 everybody that -- our governor that -- everybody that
16 has gotten this, the Native organizations in this state,
17 you know, the various tribal governments.

18 I just -- I can't express how thankful I am,
19 because they know and they understand. And God help us,
20 if we can do and help in other regions and communities
21 do the same thing, if they had that big airport right
22 there, we'd be standing there right behind them and
23 showing them how to fight this fight. Because, God help
24 me, we've been in it for 35 years and we've learned a
25 few things over those years.

1 And I have to be honest with you, it breaks my
2 heart when I go over there and I see what happens. I
3 see, you know, the -- we want access on something that
4 was a part of who we are and will be a part of who we
5 are until we die, and people are born and will die.
6 That is who we are. And that will remain the same no
7 matter how many thousands of years go by, unless it's
8 totally destroyed, the planet is destroyed or something
9 devastating happens.

10 But the point of it is, is to come to the
11 government and give this land back in exchange for
12 something that is a part of us and to be told that we
13 really don't have the full right or authority or the --
14 by the grace of anything, we've got to abide by the
15 government.

16 The government put us in this situation. You
17 know, they -- and we're asking just to access something
18 that's a part of us, just to have the safe
19 transportation, to provide safe access to health care.
20 You know, it just -- just safe transportation. I mean,
21 just -- there's -- God, I don't know, maybe I'm missing
22 something or not saying something right.

23 Ginger, you can help me on that.

24 But, yes, it's -- it is sad because it is a
25 part of who we are. And to say you can't come over

1 here, but you as a sports hunter have every right. And
 2 you get off that plane and you go in there with your
 3 guns and your dogs and you shoot, but damn it, you from
 4 King Cove, stay the hell out of here and you stay off
 5 that road.
 6 That's what breaks my heart very much so, and
 7 I'm sorry. I'm really sorry to get -- I'm sorry. I can
 8 probably say a lot more, but I'll just leave it at that.
 9 **KEVIN WASHBURN:** Fair enough.
 10 **DELLA TRUMBLE:** My boss told me to be quiet.
 11 **JENIFER SAMUELSON NELSON:** Well, I think it
 12 even goes to show, just -- since Pavlof volcano started
 13 erupting in the past month, if you look at how many
 14 numerous elders in this town have gone without blood
 15 pressure pills and medications because we couldn't get
 16 the mail in here and they'd run out of those types of
 17 medications at the clinic. It's a hardship when we
 18 can't even get our own mail.
 19 But that's what we have to abide by, and
 20 people having to borrow pills from here and there and
 21 everywhere because people ran out and they weren't able
 22 to get their mail. That's the same thing as a
 23 medical -- it's a medical situation that can really get
 24 emergent quick.
 25 **KEVIN WASHBURN:** Thank you, Brenda.

1 you're a control freak like the two of us, it's even
 2 worse.
 3 And so that's -- I know that just that
 4 stress -- that's just added stress that, you know, the
 5 ordinary person doesn't have if they live in Anchorage
 6 and they can drive to the hospital. It just adds a
 7 whole other layer.
 8 It's really -- being here has helped me
 9 understand how stressful it is to travel by sea during
 10 rough weather and how stressful or impossible it can be
 11 to travel by air during rough weather, and I'm confident
 12 that, you know, the road would be, you know, much, much
 13 safer in those times when, you know, it's not safe to
 14 travel by sea or by air, so that's another thing that I
 15 will take back.
 16 I guess one of the other things that really
 17 came through from talking to the medical professionals
 18 is that time is of the essence any time someone is in
 19 one of these critical situations. And if they have to
 20 sit around for four hours or 24 hours or 48 hours before
 21 they get to the hospital, sometimes it can make a
 22 critical difference in -- well, what the medical
 23 professionals call health outcomes. But sometimes it's
 24 life or death or sometimes it's whether you're going to
 25 be disabled for life or not. So that's another thing

1 Well, let me say a few words. I guess, let me
 2 also say, I mean, this is a chance for us to hear from
 3 the tribes and so I don't want anybody to -- if you've
 4 got anything to say, you know, feel free to step up or
 5 you can say it later in the public meeting, too, if
 6 other things occur to you, but we just want to make sure
 7 that everybody gets a chance to speak.
 8 But let me say a few words. Some of the
 9 things that -- sort of from the 30,000-foot level that
 10 I'll take back. There's a lot of detail that we will
 11 take back, and we will prepare a report for the
 12 secretary, but there's some big-picture kind of things.
 13 And one of them is it really does seem like
 14 it's almost just dumb luck whether you're going to be
 15 able to get to the hospital or not. It's -- and
 16 that's -- it shouldn't be that way. You know, I can
 17 tell the secretary that it shouldn't be a matter of luck
 18 whether you get to the hospital. If you need to go to
 19 the hospital, you need to go to the hospital. And that
 20 has come through really strongly.
 21 I will tell you, Kristi and I are wound pretty
 22 tight and just the stress of the uncertainty about
 23 whether we were even going to get here or not,
 24 especially with the volcano blowing, and whether we're
 25 going to be able to get back is pretty stressful. If

1 that we will take back.
 2 And certainly you've been asking for this road
 3 for a very, very long time. You've been consistent.
 4 You haven't wavered. And it's apparent to me that, you
 5 know, you're not likely to waiver. You know, this
 6 decision, you know, could be made against your interest,
 7 but you aren't going to give up the fight. It will just
 8 prolong the fight longer, if that's what happens, I
 9 suspect. So that's apparent to me, too.
 10 You know, I guess, lastly, you know, the
 11 president this week has been talking a lot about climate
 12 change. And climate change is a really serious threat
 13 to our planet, and it means that there's a lot more
 14 uncertainty with regard to the weather and a lot more
 15 severe storms is what we've seen, at least in the Lower
 16 48. And I suspect it's probably true here as well.
 17 And when you've got so much more uncertainty,
 18 it just, to me, seems like -- and not just more
 19 uncertainty, but more severity. I mean, the storms seem
 20 to be stronger oftentimes. And those have serious
 21 ramifications in the Lower 48. But it seems to be, for
 22 me for this issue, it could, you know, definitely have,
 23 you know, even a greater effect on this issue and cause
 24 you more trouble. So I just think that that's probably
 25 part of the bigger picture here as well.

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1 So it looks like we've been joined by Mayor
 2 Stanley Mack. I wonder if he might want to step
 3 forward.
 4 STANLEY MACK: Welcome to King Cove.
 5 KEVIN WASHBURN: Thank you.
 6 DELLA TRUMBLE: We are glad you made it.
 7 KEVIN WASHBURN: Mayor, how has the fishing
 8 been?
 9 STANLEY MACK: Well, it's been slow for me. I
 10 just got started today.
 11 KEVIN WASHBURN: Mayor, would you like to come
 12 up to the table and say a few words about the road
 13 issue? You're welcome, if you'd like.
 14 STANLEY MACK: All the time.
 15 KEVIN WASHBURN: Mayor, we have a court
 16 reporter on the -- she wasn't able to get here because
 17 she got stuck in Cold Bay, but --
 18 STANLEY MACK: Oh, really? That's amazing.
 19 KEVIN WASHBURN: Identify yourself and then
 20 speak loudly so she can hear you so she can
 21 transcribe --
 22 STANLEY MACK: Well, my name is Stanley Mack,
 23 born and raised in King Cove, now residing in Sand
 24 Point, elected as Aleutians East -- mayor of the
 25 Aleutians East Borough.

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1 I've been working on the road for my time on
 2 the -- as the mayor of the borough, and we have seen
 3 much progress thus far. And I guess -- I'm certainly
 4 thankful that you could make it here --
 5 KEVIN WASHBURN: Thank you.
 6 STANLEY MACK: -- Secretary, for this meeting.
 7 And as I've said before, it will never go away
 8 regardless of what the outcome is. And had World War II
 9 lasted another year or two, we wouldn't be here talking
 10 about this today because it would have come on through,
 11 because this is the only deep water port in the area
 12 that would support what World War II had.
 13 King Cove was the mainstay and, of course,
 14 Cold Bay was the airport essentially then. Anchorage
 15 was even smaller than what we had out here. So it's
 16 very important.
 17 And we've come this far, and I think we're
 18 making very good progress with you now coming out and
 19 getting a good firsthand look at it. And I hope the
 20 weather conditions are halfway decent tomorrow so we can
 21 do a walk-about and a fly-about. And of course we're
 22 really excited about the possibility of the Secretary of
 23 Interior coming out in August. We're looking forward to
 24 that.
 25 And I'll answer any questions that you may

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1 have.
 2 KEVIN WASHBURN: Thank you, your honor. It's
 3 good to have you here. And let me just say -- and we
 4 kind of opened it up for questions for me in case
 5 anybody has them. And I've gotten -- I sort of
 6 presented sort of the big-picture things that I sort --
 7 the big-picture takeaways for me from this meeting. And
 8 there will be a lot more detail fleshed out when I
 9 present my report to the Secretary.
 10 But did anybody feel like I missed any major
 11 issue that I need to give more attention to?
 12 DELLA TRUMBLE: This is Della. And maybe this
 13 isn't the time or place to do this, but, you know, we
 14 talked about our inherent rights and a sense of who we
 15 are in that we are a part of those lands, but how do we
 16 factor into this as part of our heritage and our
 17 sovereign rights as to this? I guess it just doesn't
 18 seem -- it's like we've totally lost it. We don't have
 19 any rights.
 20 KEVIN WASHBURN: Well, we'll give some thought
 21 to that.
 22 DELLA TRUMBLE: I guess where I'm headed with
 23 it is they took it away without talking to us about it,
 24 and then -- and we're fighting so hard to just even get
 25 around the corridor of it. You know, it just -- we need

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1 to maybe try to talk about how we can -- how we can
 2 address that in a little . . .
 3 KEVIN WASHBURN: Well, let me say this: So I
 4 was asked to address the trust responsibility-related
 5 issues, mostly around medical evacuation. But as I said
 6 before, one of the things about the trust responsibility
 7 is it means you need to consult with tribes in the
 8 vicinity, tribal communities, whenever you make a
 9 decision that affects them. And I've heard from you
 10 before that one of the things that seems wrong to you is
 11 that you all weren't consulted about the designation of
 12 this land as a refuge properly. And that's a process
 13 issue. You know, that's a process issue that impacts
 14 the trust responsibility, and that is the sort of thing
 15 that we can advise the Secretary that's consistent with
 16 the charge that she gave to me.
 17 DELLA TRUMBLE: I guess, Mr. Secretary, we
 18 were looking at this -- and this is just a recent
 19 executive order that came out by the president. And
 20 then yesterday, looking at Secretary Jewell's
 21 statement -- and as a part of that, it says "health care
 22 and access to," so I think that's in a round-about way
 23 where I was headed. Medical evacuation, the health
 24 care, and the access to are key in not only the
 25 president's document, but Secretary Jewell's document,

1 and the transportation issue is part of this.
 2 And we talked a little bit about this just, I
 3 think, between ourselves, but maybe think about that as
 4 we move forward into the next discussion. But when I
 5 see these documents, it tells me, as a tribal
 6 government, as a member, that the government is going to
 7 work with us on solving these issues. That's probably
 8 where I'm headed with this.

9 KEVIN WASHBURN: Thank you. That's helpful.
 10 All right. Anybody else?

11 Those two women that I fell in love with last
 12 night are back in the kitchen, so we don't need to
 13 prolong this if no one has anything.

14 DELLA TRUMBLE: Do we just want to take a
 15 break now?

16 Everybody, there's a lot of food. The ladies
 17 have got food. You're welcome to eat and then take the
 18 time to visit if there's more that you want to say
 19 before we start again at 7:30.

20 KEVIN WASHBURN: Okay. And I want to thank
 21 everybody who participated by telephone, and I want to
 22 thank everybody who's here in the room who came out to
 23 talk to me about these issues. So thanks all of you.
 24 Thank you.

25 All right. We're going to sign off now.

1 (Proceedings adjourned at 6:50 p.m.)
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1 REPORTER'S CERTIFICATE
 2 I, VALERIE MARTINEZ, RPR, and Notary Public in
 3 and for the State of Alaska do hereby certify:

4 That the proceedings were taken before me at the
 5 time and place herein set forth; that the proceedings
 6 were reported stenographically by me and later
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 9 the proceedings taken at that time; and that I am not a
 10 party to nor have I any interest in the outcome of the
 11 action herein contained.

12 IN WITNESS WHEREOF, I have hereunto subscribed
 13 my hand and affixed my seal this 18th day of July, 2013.

14
 15
 16 VALERIE MARTINEZ,
 17 Registered Professional Reporter
 18 Notary Public for Alaska

19 My Commission Expires: June 22, 2014
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IN WITNESS WHEREOF, I have hereunto subscribed
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Valerie Martinez

VALERIE MARTINEZ,
Registered Professional Reporter
Notary Public for Alaska

My Commission Expires: June 22, 2014



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