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7 U.S. FISH & WILDLIFE SERVICE

8 IZEMBEK NATIONAL WILDLIFE REFUGE

9 LAND EXCHANGE/ROAD CORRIDOR

10 PUBLIC MEETING

11 for the Draft Environmental Impact Statement

12

13 Taken May 8, 2012

14 Commencing at 7:00 p.m.

15 Volume I - Pages 1 - 60, inclusive

16

17 Taken at

18 Cold Bay Community Center

19 Cold Bay, Alaska

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25 Reported by: Valerie Martinez, RPR

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 1                  A-P-P-E-A-R-A-N-C-E-S
 2   For U.S. Fish and Wildlife Service:
 3          Helen Clough
 4          Leticia Melendez
 5          Stephanie Brady (telephonic)
 6
 7   For URS Corporation:
 8          Joan Kluwe
 9
10   Taken by:
11          Valerie Martinez, RPR
12
13
14   BE IT KNOWN that the aforementioned proceedings were
15   taken at the time and place duly noted on the title
16   page, before Valerie Martinez, Registered Professional
17   Reporter and Notary Public within and for the State of
18   Alaska.
19
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1   P-R-O-C-E-E-D-I-N-G-S
2   **LETICIA MELENDEZ:** Good evening, everybody.
3 Welcome. We appreciate you all coming out tonight. I'd
4 like to start the evening out with some introductions.
5 My name is Leticia Melendez, and I am the deputy refuge
6 manager here. Our guest today is Helen Clough from U.S.
7 Fish and Wildlife Service and Joan Kluwe, U.S. -- URS
8 Corporation and Valerie Martinez, Midnight Sun Court
9 Reporters.
10   As you notice on this side of the screen, we
11 have our cooperating agencies. They may be tuned in.
12 With this phone system that we have, these cooperators
13 might be tuned in and are able to listen but unable to
14 comment.
15   So without further ado, Helen Clough will be
16 your speaker tonight.
17   So, Helen, it's all yours.
18   **HELEN CLOUGH:** And I would like to introduce
19 the three cooperators that we have in the room: Della
20 Trumble from King Cove Corporation and the Agdaagux
21 Tribe; borough mayor, Stanley Mack; and Cold -- I
22 started to say Cold Bay. Forgive me, Gary -- King Cove
23 city manager, Gary Hennigh.
24   **UNIDENTIFIED SPEAKER:** We'd love to have you,
25 though.

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1   **HELEN CLOUGH:** And we do -- as we have folks
2 on the phone, and I know -- the other name up there is
3 Stephanie Brady, who any of you that came to our last
4 meeting here would have met. She's actually the project
5 leader and she couldn't be here today, but I know she is
6 definitely listening on the phone.
7   What we're going to do this evening, I'm going
8 to run through a PowerPoint presentation. We've got
9 copies of it. There's a lot of words on this slide, and
10 I'm going to hit the high points because what we're
11 really here for tonight is to hear what you guys have to
12 say, and so I'm just going to give you some really brief
13 background.
14   Am I blocking the screen? Would it be better
15 for you guys on this side of the room if I sat down? Or
16 can you see around me? Okay.
17   But anyhow, and then just talk a little bit
18 about the refuge and then some of the parts of the
19 environmental impact statement. We have copies of the
20 summary, the full document, which is over there on the
21 compact disc. It's like 1100 pages long.
22   So just talk about some of the key parts of
23 the process and where we go next.
24   By way of background, why we're doing this
25 environmental impact statement is, in 2009, Congress

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1 passed one of the omnibus bills, a great big piece of
2 legation. And there's one part of it about the proposed
3 road, and it's directed to the Secretary of the Interior
4 to do an environmental impact statement to evaluate a
5 land exchange, trading lands, for the purposes of
6 constructing a road between King Cove and Cold Bay.
7   And the basic land exchange -- I'm just going
8 to work off this map -- of course would trade -- and
9 these show two different alternatives. It would trade a
10 road corridor around 205 acres -- I like to round things
11 up -- from the State of -- and some land over -- about
12 1600 acres on Sitkinak Island would go to the State of
13 Alaska in exchange for about 43,000 acres up here
14 adjacent to and within the Alaska Peninsula Refuge and
15 then about 13,000 acres of land owned by the King Cove
16 Corporation here, here, and here.
17   The King Cove Corporation would also
18 relinquish this area -- I don't know if you can see.
19 It's highlighted in kind of orange here -- within the
20 Izembek Wilderness, a selection of over 5,000 acres.
21 They would still have those selection rights, but they
22 would pick new lands from outside the refuge and
23 wilderness.
24   So that's the basic land trade. There's kind
25 of this two-step process. Fish and Wildlife Service is

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1 doing this environmental impact statement. And then at
2 the end of -- after we complete our process, the
3 Secretary of the Interior will determine if the land
4 exchange is, quote, in the public interest. And he can
5 consider things beyond the environmental impact
6 statement, such as his trust responsibility to Native
7 American/Alaska Native tribes and other factors that he
8 may choose to consider.
9   That's not any kind of -- you know, doing an
10 environment impact statement has a lot of the, you know,
11 formal bells and whistles and regulations that tell us
12 how to do it. For the Secretary to make a public
13 interest finding is not something that is defined in
14 law, other than exactly what it says in the law. So
15 that will be -- you know, the final decision will be up
16 to the Secretary of the Interior, who currently is Ken
17 Salazar.
18   On this project, as you saw, we have a list of
19 cooperating agencies that worked with us on the project.
20 But in the end, in terms of the environmental impact
21 statement, the Fish and Wildlife Service is the lead
22 agency and is responsible for the EIS and its decision.
23   Of course the proposed action is a single-lane
24 gravel road between the two communities, primarily,
25 according to the law, for health and safety. And a key

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1 thing to understand -- this is from the law -- is that
2 it would be used for noncommercial purposes, except for
3 shared rides or taxis. So, in essence, people can be
4 moved on the road, but like fish, you know, commercially
5 caught fish, or other goods, you know, freight and
6 stuff, is not allowed on the road by law.
7   The land exchange, I just showed you on the
8 map there. In the law, it has some acreages listed.
9 And, of course, as you start drawing on maps and drawing
10 lines, they get a little bit defined. But you can see
11 here, you know, basically the 206 acres for a road
12 corridor, more or less; 1600 acres on Sitkinak Island
13 that would go to the State; basically six-by-twelve
14 miles, a little corner, would come to the refuge from
15 the State; and then a large -- you know, over 13,000
16 acres of King Cove Corporation land.
17   Obviously it is not an equal value of land
18 exchange. Normally if we trade land -- you know, people
19 trade land to governmental -- or, you know, to the State
20 of whomever, it's value for value. That may not be the
21 same acres because, you know, someone might have a much
22 higher value. But in this case, everybody acknowledges
23 that it is not an equal value land exchange. The
24 government would be getting a lot more than they would
25 be giving up in terms of acres.

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1   Things that we're looking at in the land
2 exchange. I've talked about the maps. Some of the
3 other requirements from the law are that a cable barrier
4 or some other kind of barrier would be located alongside
5 of the road. The purpose of that would be to keep
6 vehicles on the road and not having vehicles or ATVs
7 leave the road; that we're supposed to minimize the
8 impact to the road corridor on the refuge; that we're
9 supposed to have an enforceable mitigation plan. And
10 that's measures to lessen impacts to refuge resources,
11 such as loss of wetlands, wildlife impacts.
12   Again, to transfer the minimum amount of acreage
13 that's required for building the road, and to
14 incorporate the existing road system to the extent that
15 we can. It also required that the State of Alaska
16 designate State lands within Kinzarof Lagoon as a State
17 Game Refuge. And in 2010, the State of Alaska
18 legislature passed a law -- because the State also --
19 because it wasn't an equal value exchange under State
20 law, the legislature had to pass a law authorizing the
21 land exchange and authorizing that the land exchange
22 that goes through Kinzarof will become part of the State
23 Game Refuge. And so the governor signed that back in
24 August of 2010.
25   Just really briefly, the refuge was originally

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1 established in 1960. It's the Izembek National Wildlife
2 Range. And then it became a refuge, basically a
3 redesignation, in 1980. The other thing Congress did in
4 1980 -- and the really bright green on this map -- was
5 created the Izembek Wilderness, which is most of the
6 refuge. And so that was something that, again, was done
7 in 1980. The original refuge was not wilderness.
8   Of course Izembek Wildlife Refuge, that's what
9 we're about. You know, we're kind of a single-focus
10 agency. You know, obviously bears are important,
11 caribou, wolves, foxes, a diverse array of wildlife, but
12 it's really about the migratory birds here.
13   And Izembek Refuge is kind of unique from the
14 Alaska refuges in that we have several international
15 recognitions, from being a Biosphere Reserve, which is a
16 United Nations program, what's called a Wetland of
17 International Importance. That's a treaty signed many
18 years ago. There are very few sites in the U.S. And
19 it's also a Globally Important Bird Area. So these are
20 all special designations beyond the refuge -- the refuge
21 itself reflects its importance.
22   Of course, I'm sure everybody lives here,
23 there's no stranger to the long -- whether it's 3,000
24 B.C. or older, the long-time occupancy of the area by
25 the Aleut people, the impacts that the Russian explorers

1 and others had that changed their way of life, but
2 people have persisted here through time. And, of
3 course, especially in the Cold Bay area and the reason
4 that Cold Bay here, obviously, was the infrastructure
5 coordinated during World War II. And, you know, as time
6 passes, people my age, that wasn't that long ago, but I
7 guess it was. You know, these are now considered
8 historic resources as well.
9   Obviously King Cove and others have been
10 advocating for a road connection between the two
11 communities for over 25 years, and people believe that
12 it is something they need for their health and safety.
13 A picture here of a recent medevac on a similar day like
14 today.
15   Again, the land exchange, transferring the road
16 corridor and the health and safety. In our document, we
17 describe the purpose and need. That's one of the
18 requirements under the regulations that tell you how to
19 write an environmental impact statement. And the things
20 the community is looking at: Health and safety; a
21 reliable transportation system for access to medical
22 care -- it's not just emergencies, but in general;
23 quality of life, being able to get to the airport when
24 you want to; and an affordable transportation system.
25 The borough is very concerned about the amount of money

1 the hovercraft is costing. Obviously flying or using
2 the hovercraft costs residents more than it would taking
3 a drive.
4   Some of the issues that we heard when we scoped
5 and we came out here for meetings before, a concern
6 about impacts on geology, soils -- I don't think we
7 really have an impact to geology -- hazardous materials,
8 either going through old military stuff or oil spills
9 and stuff related to road construction. Obviously, the
10 biological environment, very much concern to the refuge
11 in terms of fisheries, threatened and endangered
12 species, wetlands, and other wildlife.
13   The social environment, concerns from the
14 community and others, especially the medical community
15 as well, about human health and public safety for the
16 residents of King Cove; effects on land ownership and
17 use; the economics of various alternatives we're
18 considering; the desire to have a reliable and
19 affordable transportation system.
20   And then a big concern for many people outside
21 the local area and many national interest groups would
22 be the effects on wilderness. While it is not
23 unprecedented, it's not common to do a land exchange
24 that would take land -- because when the land goes -- if
25 the land goes to the State, it would no longer be

1 wilderness. It would be State land. And so taking land
2 out of a wilderness and, in essence, cutting it into a
3 couple of pieces is not a common thing, and that is a
4 great concern to some folks.
5   We have five alternatives in the environmental
6 impact statement. And the maps in the back, as well as
7 the current displayed, talk about them.
8   Our no-action alternative means continuing, you
9 know, with the current management or current situation,
10 which in this case when we started writing the
11 environmental impact statement was the borough planned
12 to start operating the hovercraft again three days a
13 week between the communities seasonally. And that's
14 what is actually written up in the document.
15   But not too long before we thought we were going
16 to release the document last fall, the borough notified
17 us that they had decided they could not afford to
18 continue to operate the hovercraft, they were not going
19 to operate the hovercraft, and more recently has
20 indicated to us and the Corps of Engineers that were the
21 land exchange not approved, they're looking at acquiring
22 some kind of a smaller landing craft-style ferry. But
23 that doesn't exist. It's a preliminary plan.
24   So as we take this document from the draft
25 environmental impact statement to a final, we will be

1 looking at, you know, what are the current plans of the
2 borough. At some point we'll have to cut that off in
3 terms of a no-action alternative. So that's something
4 we know is going to change.
5   The other -- there are two road alternatives, a
6 southern corridor, you can see on that map and the maps
7 in the back. And I'll go through -- I'll have some maps
8 in a minute.
9   Alternative four was -- would be a hovercraft
10 operating six days a week. And that was the preferred
11 alternative in the EIS in the decision made by the Corps
12 of Engineers back in 2003 when the hovercraft came into
13 being through that process. And of course the Corps of
14 Engineers is one of our cooperators.
15   And then alternative five came also from that
16 original 2003 EIS, and that was the idea of a larger
17 icebreaking ferry, including having improvements to the
18 dock there in Cold Bay so the ferry could land and
19 people could be offloaded in a safe fashion.
20   So just to talk -- yeah, explain kind of
21 alternative one, it's a morphing alternative.
22   Alternative two would be the southern road, and
23 that is definitely favored by some of the cooperators.
24 It's a little bit shorter. It's about two miles shorter
25 than the other. It's also the least expensive in terms

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1 of the estimated -- you know, less road, less cost to
2 build. It does have a little bit more wetlands that
3 would be impacted.
4 And this figure, if you can see, the blue line
5 is the southern route, alternative two. And the pink
6 line is the northern route, or you may see it more
7 clearly in the red there. A lot of it -- it both ends
8 on the same route, so it just varies where it kind of
9 goes across the center of the refuge.
10 Alternative three is about two miles longer. It
11 actually impacts a little less wetlands, because it
12 wiggles around the wetlands a little more than the other
13 alternative. It costs a little bit more because it's
14 longer in terms of the construction and the annual
15 maintenance cost.
16 Alternative four would be the hovercraft
17 operating six days a week. The borough had estimated
18 that it would cost $2 million a year to operate that.
19 The borough has also maintained -- you know, disbanded
20 their plans to do this. And that would operate from the
21 new hovercraft terminal that is under construction to
22 Cross Wind Cove.
23 The last alternative is the ferry alternative,
24 the most expensive estimated cost, $2.3 million to
25 operate. And that would operate out of Lenard Harbor.

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1 The mitigation measures. And those are things
2 that Fish -- I mean, the EIS has to include those. But
3 if it was decided to proceed with the project, if the
4 Secretary finds the land exchange in the public
5 interest, those would vary from things that would be
6 required during construction, like erosion and sediment
7 control, to things that could be required -- you know,
8 Congress put in this idea of some kind of a barrier
9 along the road to keep vehicles on it, some way of
10 enforcing the rules that it's a road -- to transit on
11 the road and not access for vehicles to access it. It's
12 a refuge, so obviously people would be allowed to leave
13 the road on foot.
14 Other things that could be looked at are -- you
15 know, there's cultural resources in the area, so what
16 kinds of mitigation we do to protect those, things that
17 we might view in terms of any kind of restrictions on
18 road use or construction seasonally -- during the
19 construction season to protect wildlife.
20 And if this was approved, those would eventually
21 be in enforceable mitigation plans. So some of that
22 could actually be in the deed document that went to the
23 State if the land exchange is approved, and others might
24 be some kind of a formal agreement between us and the
25 State and/or whomever ends up operating the road.

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1 The summary that many of you have, the blue
2 summary, has a big table at the end, and that summarizes
3 the types of environmental impacts. And generally the
4 biggest impacts from the no-action alternative are in
5 the health and safety arena, in that there's only
6 limited means of transit. And also if it was the
7 hovercraft, then obviously the financial impact to the
8 borough.
9 The land exchange options and road options are
10 seen as having major beneficial effects for public
11 safety and transportation and increased opportunities
12 for residents to go back and forth. Both those
13 alternatives have some pretty projected adverse impacts
14 on cultural resources, wilderness visitors, fragmenting
15 the wilderness, and especially some of the bird species.
16 Caribou specifically, the adverse effects or not
17 adverse effects aren't really known. Caribou react
18 differently to roads. There's a lot of data around the
19 State. Some caribou, you know, they had them followed
20 through the years, and they only followed along the
21 road, others go back and forth. And obviously around
22 here -- I've seen them myself right by the road. So how
23 that might affect them would be something we'd have to
24 discover through monitoring if the road is built.
25 The hovercraft operations, the impacts would

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1 be -- it would be -- you know, more access by
2 hovercraft, but additional costs, if it was operated six
3 days a week. And if a ferry was operating, even more
4 costs. You know, it could provide good access if it
5 worked and was available. And there might be other
6 beneficial effects, harbor improvements in Cold Bay.
7 So where are we in this process? This is our
8 third public meeting. We hope we have three more coming
9 up this week, weather permitting. The comment period
10 ends next Friday, May 18th. And you can obviously speak
11 tonight, and we have the court reporter here taking down
12 everything that's said at this meeting. You can submit
13 written comments. Our e-mail address is on there. The
14 handouts you have, have that. You can also, you know,
15 submit them in writing to Stephanie.
16 And once we get the comments in -- and as of
17 last night, I think, we had about 1500. And it's very
18 typical of most public comments, we get them all in
19 towards the end. We're starting to get some of those
20 e-mail campaigns where different groups go out to their
21 membership. You know, we get a lot of e-mails that say
22 the same thing.
23 But Joan Kluwe, who is our lead from URS, the
24 contactor preparing the EIS, her company, they will be
25 analyzing the comments. And those comments, what we

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1 call substantive -- and we know the King Cove group has
2 taken issue with some of the analysis we have with
3 wildlife impacts, and so we know that they're going to
4 provide very substantive comments.
5   And we will look at those and be discussing
6 those, and we will respond back to them in the final EIS
7 with, I'm sure, some changes to the document. And,
8 also, if there's things we don't agree with, an
9 explanation of why or, oh, yes, we agree with this and
10 we made these changes. And other substantive
11 comments -- I'm just using those as an example -- we
12 actually respond back to those in the document.
13   The comments that are opinions, I don't like
14 this or I do like this, you know, we tabulate those and
15 acknowledge them, but we don't have to say, you know,
16 thank you for your comment and try and engage in
17 dialogue in that way.
18   This summer we will be preparing the final EIS.
19 I estimate that it will be out about the end of July.
20 And then we have to wait 30 days after we issue the
21 final environmental impact statement. And by
22 regulation, it has to have a preferred alternative. The
23 draft doesn't have a preference. But when it comes to
24 the final, the Fish and Wildlife Service, as the lead
25 agency with input -- I know the regional director has

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1 indicated he will be meeting personally with all the
2 cooperators, but at some point he will make a decision
3 on what his preferred alternative is.
4   That will be available for at least 30 days.
5 And then around the end of the year, he will make a
6 decision on the environmental impact statement, which
7 will be, in essence, the Fish and Wildlife Service's
8 recommendation to the Secretary of the Interior.
9   And then sometime after that -- and it could be
10 a matter of days. I really don't know. The process is
11 not something we have ever done before. But I'm
12 assuming fairly soon thereafter the Secretary,
13 Mr. Salazar, or whomever it is at that point in time,
14 would make his or her finding that the road -- you know,
15 and he didn't have to -- you know, the Fish and Wildlife
16 Service will make a recommendation, but obviously if we
17 were to recommend one thing and somebody else recommends
18 something else to him, he doesn't have to go along with
19 what we recommend.
20   So he will make -- you know, he will be the
21 final decision-maker because Congress, you know, in
22 essence, delegated their decision-making power. Only
23 Congress can make or take away wilderness, and they, in
24 essence, for this project delegated that to him. So he
25 will make the final decision.

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1   So what we can do now, is if people have any
2 questions, I can take a couple of questions. And Joan
3 and I can probably answer them about the document or the
4 comment period or anything, and then I'd like to move --
5 but what I really want to do is hear from you.
6   And because we have folks on the phone, I'd like
7 to ask you to -- when you speak, if you would come up
8 and talk into the phone. And there's not that many
9 people here so I'm not going to just limit you and say
10 you only have three or five minute, but I would ask you
11 to keep your comments brief.
12   But if there are any just general questions that
13 you want to ask to have more understanding before we
14 start listening to you, ask away.
15   JOHN MAXWELL: On the original -- she said to
16 ask her.
17   On the original try on building the road a few
18 years ago, and they started on both ends, they couldn't
19 meet in the middle, what are they doing on that to make
20 those -- I mean, it wasn't viable four years ago when
21 they tried to do it. What have they done differently on
22 this one to make that course now viable?
23   HELEN CLOUGH: So for the folks on the phone,
24 I'll try and summarize the question in case you couldn't
25 hear. The question was basically what's different than

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1 a few years ago when they were trying to start from both
2 ends.
3   The main thing is when the Corps did their
4 original EIS, because it designated wilderness -- and
5 one of the key factors of wilderness by law is it
6 doesn't have roads -- is that by law they couldn't
7 actually -- we had no mechanism to authorize the road
8 through wilderness, and that what's different this time.
9 Congress had said we could.
10   JOHN MAXWELL: That's not my question. My
11 question is, they're coming out of Lenard's Harbor and
12 they started in the northeast corner of the bay, they
13 couldn't hook them together because of coming around the
14 corner to the point of Lenard's Harbor there. And what
15 is different now to make the road work?
16   HELEN CLOUGH: Della or Mayor Mack or Gary?
17   DELLA TRUMBLE: Are you talking about the
18 northeast corner where the road --
19   JOHN MAXWELL: Yes.
20   DELLA TRUMBLE: The King Cove Corporation has
21 basically said that if this land exchange goes through,
22 we will give an easement --
23   JOHN MAXWELL: That's not the question,
24 though. They tried four years ago to make the road from
25 King Cove all the way to the northeast corner --

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1   STANLEY MACK: Yeah. I can answer.
2   JOHN MAXWELL: -- and they could not come
3 around the corner.
4   STANLEY MACK: And the reason being, that
5 during the construction period, they ran into a -- what
6 they call a slippery slope, where they were going to
7 continue on with it. Had they not run into that
8 slippery slope, they would have completed that road
9 connection to the northeast corner. That would have
10 been completed.
11   But with that happening, they had to reroute
12 the road and went through the whole process of
13 permitting and then it had to be reevaluated and the
14 cost went right out of sight. So we finally secured
15 enough financing to complete the road to the northeast
16 corner last year. We started construction. That's why
17 it didn't happen this past year.
18   JOHN MAXWELL: But how much money did they add
19 to that?
20   STANLEY MACK: Oh, Lord. I'm not too sure on
21 that, John. I couldn't answer that.
22   JOHN MAXWELL: Okay.
23   HELEN CLOUGH: I'm sorry. I was -- I'm
24 glad -- thank you for clarifying.
25   JOHN MAXWELL: I was saying King Cove and

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1 everybody was thinking wilderness area --
2   HELEN CLOUGH: Yeah.
3   JOHN MAXWELL: -- but that was my question.
4 Thank you.
5   HELEN CLOUGH: Yeah.
6   HAROLD KREMER, JR.: Yeah, you saying there
7 was never -- that this was the first road going through,
8 that's not true. There used to be a road almost right
9 where you have the existing road. It used to go from
10 Outpost Road -- what we call Outpost Road -- over,
11 almost all the distance of that road.
12   HELEN CLOUGH: We recognize that there were
13 roads. But in terms of authorizing their use for this
14 type of thing within wilderness is not allowed. Yeah,
15 we recognize that wilderness --
16   HAROLD KREMER, JR.: Well, you said that --
17   HELEN CLOUGH: Oh, we know there were roads in
18 this particular area, yeah.
19   HAROLD KREMER, JR.: Oh, okay.
20   JOAN KLUWE: And, Helen, one of the objectives
21 is to use existing roads to the greatest extent
22 practical.
23   HAROLD KREMER, JR.: That's what I was going
24 to suggest. If you have them already there, why not
25 utilize them? They were shut down for some reason. I

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1 don't really know why -- the reason why they shut all
2 them roads down. There was roads going all over the
3 place here back in World War II, and they just chose to
4 shut them all down.
5   HELEN CLOUGH: Well, many were -- because they
6 were designated wilderness, that they were not allowed
7 to be used as roads generally.
8   HAROLD KREMER, JR.: There's like, what, 70
9 people here? Since I've been here in the '70s, there
10 was like maybe 300 people here, down to 70 people. I
11 mean, there's not enough wilderness there that -- you
12 know, with the amount of people that you have here to
13 really have any kind of impact, that I can see, on the
14 environment unless you have a bunch of people . . .
15   HELEN CLOUGH: If we're going to move into
16 comments, I'm going to ask that we make sure we get it
17 recorded and such. And we are recording everything,
18 so . . .
19   JOHN ARKLEY: Do we have a total number of
20 species that are going to be affected by the road? Is
21 there -- I realize you mentioned all the large mammals.
22 What about the small mammals?
23   HELEN CLOUGH: Joan, did we count a specific
24 number of --
25   JOAN KLUWE: It was analyzed by species group.

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1 And so there's large mammals, small mammals, fish,
2 birds, migratory species. It's analyzed by species
3 group.
4   JOHN ARKLEY: So, in other words, no?
5   JOAN KLUWE: I would say, in other words, yes.
6   JOHN ARKLEY: Okay.
7   JOAN KLUWE: But -- and it does break down
8 ground squirrels and other things, too. But if you look
9 for a heading of ground squirrels, you're not going to
10 find it. If you look for a heading of small mammals,
11 you'll find it.
12   JOHN ARKLEY: Okay.
13   JOHN MAXWELL: Along the same lines, why
14 wouldn't -- you know, if that road was going to be
15 affected, why would not all the other roads be affected
16 the same way? I don't see any shortage of game across
17 any of these roads. And I know the caribou kind of
18 disappeared back a while ago, but that was due to a
19 volcano going off and it coated the whole
20 left-hand/right-hand valley where they normally graze.
21 But other than that, I can't see of any shortage of
22 anything here.
23   JOAN KLUWE: And in many of the species,
24 you'll find exactly that. The conclusion was that it
25 would be a minor impact. It would be very similar to

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1 existing conditions. And some of the other species, the
2 biologists found that it would have a greater impact.
3 So I encourage you to take a look at the table in the
4 executive summary, and that provides a very --
5   JOHN MAXWELL: Is that speculation or is
6 that -- what is that?
7   JOAN KLUWE: It's an analysis by biologists
8 based on observations from the existing conditions,
9 based on research that has been conducted over the years
10 in this area, and sometimes they've looked at what has
11 been impacted in other areas. So it's an analysis by
12 professional biologists.
13   HELEN CLOUGH: Other questions? Because I'd
14 really like to move into --
15   HAROLD KREMER, III: Just a quick question.
16 My name is Harold Kremer, the III. This is junior.
17   Why -- I understand why you want to have the
18 guardrails or whatever you want to call them with the
19 cable going down the road. Would it be U.S. Fish and
20 Wildlife saying, we're going to give you this land for
21 the road, but this is what you have to do? Is that --
22 am I hearing that right?
23   HELEN CLOUGH: You're hearing that -- yes and
24 no. You're hearing that Congress told us, if we trade
25 this land with the State -- excuse me -- we have to have

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1 these mitigation measures and one of them is some kind
2 of a barrier to keep the vehicles on the road, and they
3 said "cable barrier" or something else. And actually
4 what we're evaluating in the EIS is a chain barrier,
5 similar to what we were looking at in the previous road
6 projects.
7   So, yeah, the road corridor, if it's
8 exchanged, will come with strings attached to it, either
9 in the form of agreement between us and the State or --
10 you know, because that's what the law told us we had to
11 do.
12   HAROLD KREMER, III: So with the land change,
13 are you guys getting stipulations with your land, too,
14 if the land was to swap? I mean, like you can't go
15 count animals on the land? I mean, it seems retarded to
16 me. And, I'm sorry, but that's --
17   HELEN CLOUGH: No. I appreciate your
18 comments. But what I'd like to do, if we're going to
19 ask rhetorical questions -- because you're really
20 commenting and I really appreciate that, so I'd really
21 like to make sure we just get it for the record.
22   HAROLD KREMER, III: Up here?
23   HELEN CLOUGH: Yes. Because I'm not going to
24 respond -- I mean --
25   HAROLD KREMER, III: Sure. I'll stand up

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1 there.
2   First off, I'd like to say thank you, because
3 back in 1980 when you guys turned it into wilderness
4 area, you didn't have the three studies. You just -- if
5 you did, it wasn't here locally, so thank you for having
6 the studies on this.
7   The reason I was asking the question is
8 basically, for every one foot of rise, you get three
9 foot of drift. And if you're going to put something on
10 the side of the road, you're just going to cause
11 drifting problems. And if the road is intended to be
12 used for safety and you're causing a drifting problem,
13 it's an issue, you know, and that's why I was asking the
14 question. Why would you put stipulations that they have
15 to put barriers or anything on --
16   HELEN CLOUGH: And that particular one is easy
17 to answer, because it is what the law says. But what I
18 would encourage -- and I know we've heard from several
19 people -- if people have better ideas or other ideas of
20 how to keep vehicles on the road -- I mean, there are
21 numerous issues, issues with wildlife and stuff related
22 to a barrier -- we would love to hear those, either here
23 or written comments, whatever, because that's one of the
24 many issues that we're struggling with in this project,
25 to be very honest.

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1   HAROLD KREMER, III: Well, if you get the road
2 above the terrain, then you're not going to have the
3 drifting problem. The snow and everything will blow
4 over the top of it, for the most part. You'll still get
5 some drifting, but not near as much. So just build your
6 road taller, and they're not going to drive off a three-
7 or four- or five-foot ditch, you know. I wouldn't think
8 they would. I don' know.
9   JOHN ARKLEY: The only comment I would have,
10 Happy, have you walked that? Some of your fill is going
11 to have to be 100 feet tall.
12   HAROLD KREMER, III: There's -- yeah, there's
13 parts, but I'm just saying, a chain link fence isn't --
14   JOHN ARKLEY: No. She's talking about --
15   HAROLD KREMER, III: I know. A cable fence.
16   HELEN CLOUGH: Yeah. But, no, we've talked
17 about snow fencing, and that has been expressed. I know
18 the borough and their engineer has expressed the same
19 concern to us.
20   HAROLD KREMER, III: For me, the road would be
21 strictly recreational. I support it for my neighbors.
22 But, for me, it would be strictly recreational. I feel
23 that the federal government, the U.S. Fish and Wildlife,
24 is raping the King Cove and the State by getting 43,000
25 acres for 206 acres of -- with stipulations. I just

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1 want to go on the record by saying that, because I think
2 it's wrong.
3   I'm all about making a good deal. I'd buy a
4 car and sell a car to make a profit, but I would -- I
5 wouldn't be able to sleep at night if I went and made a
6 profit like that. That's wrong.
7   And you said on your study that the Natives
8 have been in this area for years and years and years and
9 there's different sites and stuff, geological studies.
10 We basically took the land from them. Why are you
11 trying to take more? That's my comment.
12   But as far as the road issue, I would
13 definitely look at different alternatives other than
14 putting up things on the side to create more drifting.
15   **HELEN CLOUGH:** Thank you.
16   **HAROLD KREMER, JR.:** And I'd like to add a
17 little note. That cable might be a problem for the
18 people -- for the animals you're trying to protect.
19   **HELEN CLOUGH:** Can you state your name for the
20 record?
21   **HAROLD KREMER, JR.:** Harold Kremer, Jr.
22   **HELEN CLOUGH:** Thank you.
23   Other people choose to speak?
24   **UNIDENTIFIED SPEAKER:** It's okay, John, you
25 can say something.

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1   **HELEN CLOUGH:** If you have a question. I just
2 want to make sure I'm getting the comments.
3   **JOHN ARKLEY:** How long is the completion of
4 this thing estimated to be?
5   **HELEN CLOUGH:** The road?
6   **JOHN ARKLEY:** The road. Is there an
7 estimation on that?
8   **HELEN CLOUGH:** I believe probably two seasons
9 of construction, is our best estimate. And that would
10 be up to the State and their contractor.
11   **JOHN ARKLEY:** And the State would then be
12 responsible for maintenance of it?
13   **HELEN CLOUGH:** The State would own the land
14 and they would own the road. How they chose to do the
15 maintenance -- I mean, they could make an agreement with
16 the city or the borough or -- you know, that's up to the
17 State. I can't answer for them. But, I mean, it would
18 be their land, so it would be their State road that they
19 could do what -- you know, however they chose to
20 handle --
21   **JOHN ARKLEY:** So those decisions haven't been
22 made yet?
23   **HELEN CLOUGH:** No. I mean, it's kind of --
24 it's a sequencing thing. I'm sure -- and unfortunately
25 nobody from DOT is here, but I'm sure they thought about

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1 it. And I don't know if any of the King Cove group has
2 any -- if you've engaged in much conversation about that
3 or not.
4   **STANLEY MACK:** It would be a public road owned
5 and operated by the State of Alaska.
6   **JOHN ARKLEY:** And the estimated cost to keep
7 it maintained is? Do they have an estimate?
8   **STANLEY MACK:** Based on these figures. I
9 don't know where they came from.
10   **JOHN ARKLEY:** I don't know either.
11   **JOHN MAXWELL:** It's like $149,000 a year of
12 upkeep, I don't think so. I mean, you couldn't keep it
13 plowed for that. I'm John Maxwell.
14   Yeah, you've got $149,000 on one and $158,000
15 on the other. Where did these numbers come from?
16 Because if you flip over to running the boat back and
17 forth, it's $2 million.
18   **UNIDENTIFIED SPEAKER:** They're buying their
19 fuel in King Cove.
20   **JOHN MAXWELL:** The numbers that are on here
21 that are being put forth tonight don't make sense at
22 all, so -- I think that's my biggest problem with this
23 whole project.
24   **HELEN CLOUGH:** I assume you think they're too
25 low?

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1   **JOHN MAXWELL:** They're way too low. $149,000?
2 We pay -- how many guy are here in --
3   **UNIDENTIFIED SPEAKER:** We burn easily 100
4 gallons in an eight-hour day on the grader. Maybe a
5 10-hour day, 100 gallons. And it would be all -- we
6 couldn't keep dumping --
7   **JOHN MAXWELL:** We can't get a mile and a half
8 to the dump during the winter, and they're going to try
9 to keep 30-some-odd miles open for $149,000? You'd have
10 to have people out there 24 hours a day, literally,
11 plowing the roads -- I came out of Montana/Wyoming -- to
12 keep them open. That's what you're going to have to
13 have.
14   **UNIDENTIFIED SPEAKER:** But the other option is
15 a snow fence. That would help. But I don't know if
16 that's feasible in this study. I don't know.
17   **JOHN MAXWELL:** There's so much that's missing
18 in here.
19   **DELLA TRUMBLE:** Can I ask you a question?
20   **JOHN MAXWELL:** Yes, ma'am.
21   **DELLA TRUMBLE:** Realizing that this past
22 winter was fairly extreme -- we all recognize that. But
23 the whole state of Alaska, we had more snow probably
24 than we've had in ten years. And when we look at these
25 things, too, understand that, you know, this may be an

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1 exception. We may not have any snow for the next ten
2 years.
3 And I think just -- you'll get -- you live
4 down here. You live down here. You know, King Cove, we
5 get so much wind it usually blows it off. You'll get
6 your snow berms here and there and you have to clear
7 them, but like I say, this year was an exception. And,
8 God help me, last time I remember this much snow, I was
9 19 years old, when I was a kid growing up, and I'm 58
10 years old. You know, there's no rhythm, rhyme, or
11 reason to this. Some years you get snow and some years
12 you don't --
13 **JOHN MAXWELL:** I think we had this much snow
14 in 2000 and 2001, if you want to check the records.
15 But, you know, you're sitting here trying to
16 compare apples and oranges on this, and I think that's
17 really grossly unfair when you start talking the money.
18 And the money, to me, is the bottom line.
19 **UNIDENTIFIED SPEAKER:** Who pays for it?
20 **JOHN MAXWELL:** I -- really. Who pays for it?
21 And like Happy admitted -- and anybody here will know --
22 they couldn't keep us open at the dump this year and
23 years past. I mean, I remember almost every year having
24 to be dug out if you went beyond the dump. They would
25 plow to the radar site regularly, every year. So snow

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1 removal is going to be huge.
2 And just so far as I'm concerned, I really
3 think, in my opinion, it would be the boat from inside
4 Lenard's Harbor to the Cold Bay dock with improvements
5 to the dock. I think that's more reliable. You won't
6 have to have people out there plowing and stuff like
7 that. I just think monetarily and day in, day out,
8 that's the best way to go. And I wish the numbers were
9 a little closer.
10 **HELEN CLOUGH:** Thank you for your comment.
11 **UNIDENTIFIED SPEAKER:** Is there a breakdown of
12 numbers in the draft?
13 **HELEN CLOUGH:** Yes. There is much more detail
14 in the document.
15 **UNIDENTIFIED SPEAKER:** So you can go to the
16 draft and get a slightly better idea of --
17 **HELEN CLOUGH:** Get a slightly better idea.
18 And if there's not enough numbers in -- you know, yours
19 was a good example of a substantive comment about our
20 numbers, that we'll have to go back and really look at.
21 Gary?
22 **GARY HENNIGH:** Gary Hennigh, city manager of
23 King Cove. The number for maintenance that's in the
24 draft EIS comes from Alaska DOT and the data that they
25 have to maintain roads in a variety of environments in

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1 Alaska.
2 The City of King Cove has 14 miles of road
3 that we maintain and plow, and we've spend $80,000 this
4 year. So I beg to differ that these are not crazy
5 numbers. There's a basis in fact. The ADTPF department
6 has been very much involved in this process. Those
7 numbers can be verified. Not every winter is the same,
8 but they are realistic numbers. So don't let yourself
9 believe that they're a bunch of hocus-pocus numbers
10 because they're not.
11 **JOAN KLUWE:** Helen, one other clarifying
12 point. The numbers are not to maintain the road all the
13 way from the City of King Cove all the way to Cold Bay.
14 It's for an increment of road that would be built. So
15 it's in addition to what already exists on each end.
16 So what already exists on each end is already
17 being paid for, and the analysis focuses on what would
18 it take to maintain the new constructed area from the
19 northeast terminal to Blinn Lake, so it's not 34 miles.
20 **JOHN MAXWELL:** Well, they don't maintain
21 anything from Blinn Lake. They don't maintain anything
22 from the Y up here, this side. None of that is
23 maintained, so that would all be -- and all through the
24 top. And I could be wrong.
25 Do you all maintain the road out to the

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1 northeast corner right now, Stanley?
2 **STANLEY MACK:** It doesn't exist.
3 **JOHN MAXWELL:** Okay. So how can it be
4 considered in the numbers being maintained? It's all --
5 **JOAN KLUWE:** But that's not proposed
6 construction under this document.
7 **STANLEY MACK:** One of the things that needs to
8 be -- is this a town hall meeting or --
9 **HELEN CLOUGH:** Yeah. I'm going to ask that we
10 have a little structure.
11 **STANLEY MACK:** Please.
12 **HELEN CLOUGH:** It's a great discussion. But
13 in terms of helping us with our document, I think we've
14 captured some concerns. And I would encourage you to
15 gives more, but I would like to give other people a
16 chance to talk.
17 So, Della.
18 And then I'll ask us to be a little more
19 organized if you want to speak. And to the extent that
20 you can address our EIS with brief comments, I would
21 really appreciate that.
22 **DELLA TRUMBLE:** And it might be a good
23 discussion for you guys after, to figure how to -- to
24 understand a little better.
25 **HELEN CLOUGH:** Yeah. We'll be happy to talk

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1 after.

2 **DELLA TRUMBLE:** Anyway, I'm Della Trumble.
3 And as many of you know, I've been a part of this
4 process before. To be honest with you, since 1979. And
5 for 30 years of my life or more -- is what my numbers
6 are.

7 I know many of you have heard time and time
8 again how important this is for the community of King
9 Cove. I understand your concerns in Cold Bay, and I
10 feel it's very unfortunate that we haven't been able to
11 work a lot closer.

12 Because when I look at the list of the key
13 issues and the issues that are on the -- let me get this
14 right here -- the -- on this draft and the issues that
15 can be mitigated, everything on this, the physical
16 environment, can be mitigated with all the parties at
17 the table. That includes Fish and Wildlife, this
18 community, and King Cove, the State, the city, and the
19 borough. There is no reason it can't be.

20 The biological environment can also be
21 mitigated if we put our heads together and work on it
22 and be able to work on what everybody's concerns are.
23 The social environment can be mitigated. We can work
24 together on those if there's concerns of people hunting
25 maybe where they're not supposed to. Those are the

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1 things that we can work together on.

2 Let me tell you, there's one thing that cannot
3 be mitigated, and that is the loss of lives and it
4 continues today. You know how harsh our winter was.
5 You saw the harrowing medevacs. And I'll give you --
6 you know, I started last July when the scoping meetings
7 started, when I was supposed to be traveling as part of
8 the group, and I couldn't get from King Cove. I
9 couldn't get to Sand Point.

10 And then later in the day, the weather
11 cleared, and I go to the airport to pick up my daughter
12 and I watched that plane crash-land. And if you're a
13 parent, if you ever see a -- I don't want a parent to
14 ever see something like that again or have to go through
15 driving down that runway at 100 miles an hour to make
16 sure those people in that plane are okay or watching
17 your five-month-old niece get into a helicopter with her
18 mother and her father -- and they have another little
19 daughter -- and to be thankful that they're alive today
20 because nothing happened, including the health care
21 provider who has five kids, four kids.

22 We know you understand and you know what is
23 going on here. I understand the concern with, you know,
24 this community as -- you got the refuge, you've got your
25 hunting lodges. And to some degree, you've got the

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1 guides. That's your living. But, God help me, I really
2 have a hard time knowing that my ancestors walked these
3 lands and lived on these lands far beyond anybody else
4 being here. And to be put through what we've been put
5 through is really disheartening.

6 Listening -- in Sand Point last night, we had
7 actually a very good public meeting. And we actually
8 had a very good public in Anchorage where actually Orin
9 Seybert said if his pilots did not have to fly between
10 these communities, he would be very happy. He just --
11 he said that is good.

12 In Sand Point we listened to some of the
13 pilots in talking about these two lagoons, the Kinzarof
14 Lagoon and the Izembek Lagoon, and that they do not fly
15 along the shoreline for the very purpose because you
16 don't disturb the wildlife. They fly on the inside.
17 Birds don't feed in there. Stanley knows. He can tell
18 you. And everybody that lives here knows that.

19 My thing is there's no reason that this issue
20 cannot be worked on with these communities and U.S. Fish
21 and Wildlife. And it breaks my heart every time we talk
22 about taxpayers' dollars. Every time you bring in that
23 Coast Guard, that's $30,000. You bring in a C-130, you
24 add to that number.

25 Last year -- in the last 18 months there were

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1 22 medevacs out of King Cove. And when you look at
2 those numbers and the health care and when those people
3 get to Anchorage and the health care being worsened, you
4 start adding that to taxpayers' dollars. Their health
5 care is being paid by taxpayers' dollars.

6 So take some of these into consideration
7 because there's a human factor here that really is --
8 it's just -- it's not that hard, you know. God help me,
9 it's not that hard to do. And honest to God, we can
10 work this out.

11 We're happy to support your boat harbor
12 when -- that's coming in time. And Mayor Stanley, every
13 time we go to D.C., he meets with the Corps for a boat
14 harbor. We can support you, but, God help us, we need
15 your help here and we'd appreciate working together.
16 Thank you.

17 **HELEN CLOUGH:** Thank you, Della.

18 Other people that would like to speak?

19 **STANLEY MACK:** Yes, ma'am. I'll speak.
20 Stanley Mack, mayor of the Aleutians East Borough. I'm
21 going to speak in support of alternative two, because of
22 the fact that it demonstrates it's the most inexpensive
23 route to take.

24 With taxpayers' dollars, we've operated the
25 hovercraft. That is no longer an option because of the

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1 fact that it was draining in excess of a million and a
2 half to 2 million a year out of the borough's
3 pocketbook. The borough has to support the
4 infrastructure of six communities in the area, and it
5 can't do that when you've got a constant drain of
6 $2 million.
7   We've talked about taxpayers' dollars. The
8 taxpayer dollar that would support this road is from
9 everybody. And I think it's only -- it's very important
10 to point out that in this document, this PowerPoint
11 document, shows all the impacts in a very negative
12 connotation. Everything in here is a negative impact on
13 wildlife. It never talks about the positive impact that
14 this road could have on human lives, a connection to
15 economic development of both Cold Bay and King Cove and
16 some of the neighboring communities. No one mentions
17 that, but it does show it's a tremendous impact upon the
18 wildlife.
19   Everyone in this room, I believe, knows that
20 the wildlife, particularly the birds, are here only
21 seasonally and they're only here for a short period of
22 time. People are here all the time, and they're not
23 going to go away.
24   I'd like to see Cold Bay come back to where it
25 was 20 years ago. And it could happen with the

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1 infrastructure that's being developed today, but that --
2 the infrastructure that's being put in place today with
3 the incorporation of the alternative two, the most
4 inexpensive project, I believe, could enhance the
5 economic stability of Cold Bay, could grow it.
6   We see a decline in the population, simply
7 because the government, again, has stepped in and said,
8 we're going to cut you back. We're going to take the
9 FAA and cut back on that group. We're going to take the
10 Department of Transportation. We're cutting back on
11 that, without asking the people in the community what do
12 you really want. They're coming in and telling you what
13 you're going to do, just like they did when they made
14 wilderness.
15   But they happened to cut a little spur out of
16 the wilderness for a road, and people quickly forget
17 about that. And they can cut that little cherry stem
18 out of there, too. But the King Cove Corporation, the
19 State of Alaska, has gone overboard and given the land
20 back.
21   In this study, it shows beautiful pictures of
22 the wetlands, but everybody in this room has traveled
23 out to Mortensens and looked at that wetland down there.
24 And if that could have been incorporated into that
25 PowerPoint, I think it could have had a positive impact

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1 on the determination of support for this road. And I
2 just wish that we would get the support that we need.
3   The other alternative in here shows that
4 possibly if there's no action, then we're going to go
5 with a -- another marine link. Well, that's at a
6 conceptual stage at this point in time. We had to come
7 up with something because the hovercraft is not working.
8 We all know that.
9   This other option is in a conceptual stage
10 that possibly might work, but that's going to -- also is
11 out of house and home because we need -- they had not
12 put in the formula in here for the cost for the support
13 for this other craft.
14   It says "icebreaking capabilities." I don't
15 know where that came from, but you'd have to have
16 something like they took up to Nome in order to get by
17 this dock this winter, and every winter perhaps, for a
18 period of time, a short period of time. We had an
19 exceptional winter. But every winter that I can
20 remember, we've always had ice. I seen the Coast Guard
21 come in here one time and couldn't quite make it to the
22 dock. So any type of harbor that we put in the area,
23 that too will freeze.
24   So there's a lot of work to be going into
25 this. So I'm saying that the best way -- the best bang

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1 for the buck -- of course if in fact there
2 is infrastructure -- comments were made about taxpayer
3 dollars. That has to be paid by taxpayer dollars also.
4   So the most economic way to provide for the
5 connection between King Cove and Cold Bay and from Cold
6 Bay to King Cove -- let's not forget that -- is the
7 alternative two. Thank you.
8   **HELEN CLOUGH:** Others?
9   **JOSHUA KREMER:** My name is Joshua Kremer. I
10 grew up here, and for a while I was an EMT. And the
11 road is probably the best way to go, because I remember
12 people coming in off the boat. And if they're coming in
13 on a boat, that means the weather is too bad to fly. If
14 the weather is too bad to fly, that boat is coming up
15 and down five, ten feet at a time. Have you ever tried
16 to take a wounded person off a boat? You're running the
17 danger of you falling in the water. You're running the
18 danger of the crew falling in the water. You're running
19 the danger of the patient falling in the water.
20   A harbor won't do. I mean, it would, but if
21 the weather is so bad that they're taking a boat, it's
22 just going to crash up against the dock. The road is
23 probably the easiest alternative to that and probably
24 the cheapest. That's all I wanted to put in.
25   **HELEN CLOUGH:** Thank you very much.

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1   Others?
2   **JOHN ARKLEY:** My name is John Arkley. I have
3 only been coming out here since 1990, so I'm a relative
4 newcomer obviously. But if anybody has walked that -- I
5 haven't walked the whole thing, but I've probably walked
6 three-quarters of it, with my legs, walked it. Building
7 a road and maintaining a road out there, if you think
8 from here to the dump is going to be hard, whoa, whoa,
9 whoa, it's going to be way harder. It's going to be
10 very, very hard.
11   Who's going to be responsible for that?
12 It's -- we're broke. This whole country is broke. We
13 can't afford projects like this. We can't afford -- I'm
14 sorry, but that's the way it is. We all make choices,
15 whether we want to be here or not. So let's take
16 responsibility.
17   I realize losing a life is terrible. There's
18 other options to maintain -- but maintaining a road out
19 there, building a road out there, is going to be
20 disastrous for the wildlife. And the wildlife is why
21 the refuge is here. I realize the Natives have been out
22 here forever and ever and that's grand, but, Stanley,
23 there's brant in Izembeck area and Kinzarof Lagoon right
24 now.
25   **STANLEY MACK:** Seasonal.

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1   **JOHN ARKLEY:** And if you don't believe me,
2 we'll go out and look, right now. It's seasonal, but
3 it's definitely -- definitely they're there. How many
4 species are going to be impacted and can they be
5 replaced? I mean, this is a disastrous thing,
6 economically, any way you want to look at it. There's
7 better routes, safer routes.
8   **DELLA TRUMBLE:** John, can I ask you what --
9   **JOHN ARKLEY:** Absolutely.
10   **DELLA TRUMBLE:** What do you do in King Cove?
11 Are you a guide?
12   **JOHN ARKLEY:** In King Cove? No.
13   **DELLA TRUMBLE:** In Cold Bay.
14   **JOHN ARKLEY:** No.
15   **DELLA TRUMBLE:** Okay. Because, as I recall, I
16 think you were guiding or something.
17   **JOHN ARKLEY:** No. I've never been a guide
18 here. No. I just love it here.
19   **HELEN CLOUGH:** Thank you.
20   **HAROLD KREMER, III:** Just to make it simpler,
21 I'll go by Hap.
22   In regards to maintaining the road, I worked
23 up in Deadhorse. I had the privilege of working up in
24 Deadhorse, and they get pretty close to the same amount
25 of snow and wind that we do. We might get a little bit

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1 more. On average, we're about -- correct me if I'm
2 wrong -- about four feet of snow during the year. We
3 wear our snow out more than anything because it blows to
4 the left and turns around and blows to the right, so
5 it's the same snow we're moving back and forth.
6   In answer to John's question, yes, we had a
7 hard time keeping the road open to the dump, and I
8 brought that up earlier. There's certain time frames
9 where it is difficult, but keep in mind that equipment
10 that we're running was bought and purchased to maintain
11 asphalt, not to be out here on the roads. It's not big
12 enough to do the job that needs to be done.
13   When I worked up in Deadhorse, we had the
14 proper equipment. The road was raised a little bit.
15 And like John said, there's valleys and stuff, and they
16 have that going all the way up the Dalton Highway.
17 We've all watched Ice Road Truckers. They have bigger
18 equipment, bigger snowblowers, bigger plows.
19   We maintained the first 50 miles of the Dalton
20 Highway from Deadhorse south, and there was a few
21 days -- not consecutively, but there were a few days out
22 of the year and a half that I worked out there that we
23 was not able to open it that day. More than anything is
24 that the temperatures were below 35 degrees, we didn't
25 like running our equipment because things break.

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1   We don't get that cold here. So as far as
2 temperature-wise, I think --
3   **UNIDENTIFIED SPEAKER:** Did you mean 35 below,
4 Hap?
5   **HAROLD KREMER, III:** What's that?
6   **UNIDENTIFIED SPEAKER:** Did you mean 35 below?
7   **HAROLD KREMER, III:** What did I say?
8   **UNIDENTIFIED SPEAKER:** Thirty-five.
9   **HAROLD KREMER, III:** Yeah, I'm sorry, 35
10 below. Thanks.
11   So we don't get that cold. So as far as
12 equipment goes, I think it could run any day a week here
13 temperature-wise. Visibility-wise, it would be
14 questionable on a few days -- quite a few days.
15   But you can buy the proper -- the bigger
16 equipment to maintain the road. It's -- that's not
17 really an issue. You get the right equipment, you can
18 do the job. They've been doing it all over the nation.
19 Look at Valdez, how much snow they got.
20   **DELLA TRUMBLE:** We do it in King Cove. Our
21 school opens at 8:30, but a lot of times it's open by
22 10:00 because the --
23   **JOHN ARKLEY:** Who's going to buy it? Who's
24 going to finance it?
25   **GARY HENNIGH:** The State of Alaska has made

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1 that commitment. That's a no-brainer. That's a done
2 deal.
3   **HELEN CLOUGH:** I'm going to ask that we focus
4 on --
5   **JOHN ARKLEY:** Okay. So --
6   **HELEN CLOUGH:** And then when we break, we'll
7 be happy to continue some dialogue.
8   **HAROLD KREMER, III:** I will say the birds
9 didn't have a problem with the people up there either.
10   **HAROLD KREMER, JR.:** I would like to expound
11 on what this young lady said a little while ago, because
12 I've been out on search and rescue looking for a plane
13 that went down out there because they had to go over to
14 King Cove to pick up a medevac.
15   The weather was white-out conditions. You
16 couldn't get around. There was a nurse and a pilot and
17 a patient on that plane, and they were all dying. They
18 were all dead. They all died in a crash, a terrible
19 crash out there, which the pilot never should have been
20 out in, in the first place. So I can relate to what
21 this lady is saying.
22   Now, here's the bad part, everybody in this
23 community was out looking for that plan. So everybody
24 here was also in jeopardy. See, things like that
25 snowball. When there's a life involved, it's a big

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1 thing. It's not a little thing.
2   And I can remember when I first got here,
3 these people were fighting for a road. And I could
4 understand why as soon as I got here. Everybody in Cold
5 Bay was fighting for that same road. And we've had to
6 fight from then to now, right this particular point in
7 time, to try to get a simple road that was here at one
8 point.
9   My point earlier was that there was a road
10 that went almost the whole distance. People used to
11 walk over here during the war and they used the same
12 route all the time when they came over here. It's not
13 an easy trip. It took them almost a whole day to do it.
14 But when it's a life involved and you've got somebody
15 out here that could be alive, you don't know -- and I
16 got within 100 yards of that wreck and I couldn't even
17 see it because of the -- you know, you put your hand out
18 like this and you couldn't even see it. There.
19   They should have never been out. They should
20 have never flown or tried to fly out of King Cove. So I
21 can sympathize with -- and it works both ways. There's
22 two communities here that can help each other out in
23 many, many, many ways.
24   And there's no way you're going to hurt this
25 environment. I don't care what any of your studies say

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1 or anything else, we drive these roads all the time and
2 I have not noticed one bit of difference in them. The
3 only thing that makes a big difference is when God makes
4 a volcano erupt and blows ash all over the place and
5 they can't feed there. Then they're going to move,
6 migrate someplace else where they can. It's silly to
7 think otherwise.
8   We've got 70 people here, 70 right now. But
9 we're going to have an impact on this environment?
10 Short of setting off a nuclear bomb, I don't think
11 anything would. I say we do a cleanup here, and that
12 should have destroyed most of the wildlife, but it never
13 did. Most of it is still here.
14   So when it comes to a life, I say I'll take
15 the life of a human being any time. And when you see
16 people scattered out over 1,000 yards, a piece here and
17 a piece there, maybe it would change anybody's mind.
18 Thank you.
19   **HELEN CLOUGH:** Are there other people that
20 would like to speak? I'm not going to belabor it if
21 there aren't other people that would like to speak. I
22 mean, we're happy -- Joan and I are here to -- and if
23 you have questions about the refuge in general, Leticia
24 is your resident expert. And if you have questions of
25 each other, obviously you are free to do that off

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1 record.
2   Gary, did you want to say something?
3   **GARY HENNIGH:** Yes. Gary Hennigh again. But
4 my boss has asked that I read testimony, and that's
5 Mayor Henry Mack from the City of King Cove.
6   "Good evening. My name is Henry Mack." This
7 is not really Henry, but Gary speaking for Henry. "I am
8 mayor of King Cove. I'm also a grandfather, a father, a
9 King Cove Corporation shareholder, Agdaagux Tribe
10 member, and an Aleut. And in all these roles, I am here
11 tonight to testify strongly in favor of the Izembeck land
12 exchange and alternative two, even though we could live
13 with alternative three if we had to.
14   "This road would finally allow our residents
15 to have safe and dependable transportation access to the
16 Cold Bay Airport, particularly in times of medical and
17 health emergencies. In my mind, it comes down to
18 respect for the residents of King Cove and Cold Bay.
19 What is wrong with wanting to improve the quality of our
20 life by having safe and dependable transportation access
21 to the Cold Bay Airport?
22   "I have skimmed through the draft EIS with a
23 mixture of anger and renewed determination. As an Aleut
24 and tribe member, I am angry that the report fails to
25 measure the extreme environmental injustice that a

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1 no-road decision would mean to the residents of King
2 Cove. As mayor, I am angry that the value of the lands
3 that are proposed for this land exchange are not equally
4 and fairly evaluated in the draft EIS so that it is easy
5 for others to see how valuable the land is that we
6 propose to exchange.
7 "As a shareholder, I expected a more
8 compelling comparison of the proposed exchange lands so
9 that the members of the public could better understand
10 and compare the values of the land proposed to be traded
11 to the federal government in exchange for the lands from
12 the State to build the road.
13 "And given the poor record of the federal
14 government in not including King Cove in past decisions
15 about Izembeck and our transportation accessibility, I
16 thought it should have a little bit more positive
17 attention that could have been brought to the fact that
18 the King Cove Corporation is prepared to give lands back
19 to the federal government, approximately 11,000 acres
20 that the corporation was given as part of the
21 fulfillment of the Alaska Native Claims Settlement Act.
22 These are traditional lands used by our ancestors, and
23 we are willing to relinquish them because this road
24 means that much to us. That is not to say that we do it
25 without some pain, because of the value of what we are

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1 giving away.
2 "The non-road alternative in the draft EIS
3 continues to include the hovercraft, as if it is a
4 transportation solution for us. As the mayor of the
5 Aleutians East Borough has already stated tonight, the
6 hovercraft is not any kind of a solution to our
7 struggles for transportation access. As the service is
8 well aware, the AEB permanently pulled the hovercraft
9 out of service and is on record that it is not a viable
10 alternative to a road any time of the year.
11 "We are all about wilderness and wetlands from
12 King Cove. If you have been there, you know that both
13 are a very short distance from where we live. We like
14 our town. We are proud to have a thriving, economically
15 healthy community that claims a long history of civic
16 and cultural life. In order for that civic life to
17 endure for future generations, we must have this road to
18 Cold Bay. As its mayor, it is my job to say this to you
19 every chance I get.
20 "This road means we will have the sweet
21 certainty that all parents want, which is that our kids
22 can get to doctors and lives can be saved. This road
23 means our relatives, our friends, particularly from Cold
24 Bay, and coworkers will be able to come and go on a
25 dependable basis. This road anchors us to a larger

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1 world in the best of all possible ways. Thank you."
2 HELEN CLOUGH: Thank you, Gary.
3 Anyone else have additional comments or would
4 like to comment?
5 UNIDENTIFIED SPEAKER: Come on, George, you've
6 got to say something.
7 STANLEY MACK: Just another comment to satisfy
8 some of the debate that's going on between some of the
9 folks here. I didn't like to see that happening,
10 because that's not what the scoping meeting -- this EIS
11 meeting is all about.
12 But we, as Aleuts from King Cove, have been
13 very concerned with life in general. To watch your
14 loved ones suffer and can't possibly get to an airport
15 is really, really sad. We -- you heard testimony about
16 the snow and everything. Well, you never heard
17 testimony saying we can make it with track vehicles.
18 They're doing it all over the creation, and we do that.
19 We've tried satisfying this whole issue with
20 the expense of revenue that is coming in by taxpayers.
21 The fishermen that pay the taxes. It didn't work. But
22 just to give another community a chance to be able to
23 reach the outside world or a better connection to the
24 outside world is so important.
25 As the mayor of the borough, I would make sure

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1 that that road was accessible by means of other -- plows
2 or track vehicles. But it will happen. We can make it
3 through there. As a matter of fact, you have the right
4 to travel on the wilderness with a track vehicle when
5 the snow is down there.
6 So I just hope that the Secretary of the
7 Interior will take into consideration, as well as the
8 service take into consideration, that we have a
9 transportation vehicle that can make it through the snow
10 in case of an emergency. It's that simple, and it can
11 happen. And I still prefer alternative two.
12 HELEN CLOUGH: Thank you.
13 DELLA TRUMBLE: I just have one, maybe,
14 comment. When you look at the pink on the lands, and we
15 all know that the pink belongs to the King Cove
16 Corporation. But we've been approached about probably
17 five years ago by a conservation group to purchase --
18 prior to us coming up -- Stanley negotiating with U.S.
19 Fish and Wildlife in D.C. on what this land exchange
20 could look like.
21 But the King Cove Corporation was approached
22 by a conservation group to purchase the whole area that
23 is now -- looking at the Mortensens. In fact, they
24 wanted the whole area, all the way down to Thinpoint
25 Lake. So if there's any misunderstanding about what the

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1 value of that land is, they wanted to purchase it to
2 turn it into wilderness, to give it to Fish and
3 Wildlife.
4   So, you know, we're giving up something that
5 means a heck of a lot to us. A lot. This whole area
6 means a lot to us and we know -- you know, we know how
7 to -- you know, our renewable resources is as important
8 to us as it is to anybody else, and I think more so to
9 us than anybody else because it was all there for us.
10 Thank you.
11   **HELEN CLOUGH:** Anyone else?
12   Thank you, Joan.
13   She just reminded me of one more thing. We
14 have some comment forms in the back. If you want to use
15 this, you're welcome to grab one on the way out. And
16 any of the materials we have, have all the ways to
17 contact us, if you think of additional questions. And
18 remember the comment period closes next Friday. And if
19 you're mailing them, it's postmark, because I know it
20 takes a while sometimes for the mail to come and go. So
21 we will accept them.
22   And I really thank you all for coming out and
23 really appreciate it. And thank you for your comments.
24 And please have some cookies and fruit and coffee.
25   **JOAN KLUWE:** And if you haven't signed in,

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1 please do sign in on the sheets over here by the door.
2 Thank you very much.
3   **HELEN CLOUGH:** Thank you.
4   (Proceedings adjourned at 8:25.m.)
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1   REPORTER'S CERTIFICATE
2   I, VALERIE MARTINEZ, RPR, and Notary Public in
3 and for the State of Alaska do hereby certify:
4   That the proceedings were taken before me at the
5 time and place herein set forth; that the proceedings
6 were reported stenographically by me and later
7 transcribed under my direction by computer
8 transcription; that the foregoing is a true record of
9 the proceedings taken at that time; and that I am not a
10 party to nor have I any interest in the outcome of the
11 action herein contained.
12   IN WITNESS WHEREOF, I have hereunto subscribed
13 my hand and affixed my seal this 21st day of May, 2012.
14
15
16
17   _____
                VALERIE MARTINEZ,
                Registered Professional Reporter
18   Notary Public for Alaska
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       My Commission Expires: June 22, 2014
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