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IZEMBEK NATIONAL WILDLIFE REFUGE LAND EXCHANGE
ENVIRONMENTAL IMPACT STATEMENT

March 11, 2010

At 1:07 p.m.

US Department of the Interior
1849 C Street, NW
Washington, DC

1 P R O C E E D I N G S

2 UNIDENTIFIED: Good afternoon, and welcome to the
3 historic Sydney R. Yates Auditorium. Prior to the
4 start of this event there are two important
5 announcements. First, in the event of an emergency,
6 please listen for instruction and proceed in orderly
7 fashion to the nearest exit. The primary exit is
8 through the rear of the auditorium and out the C Street
9 entrance. Alternate routes are through the exit doors
10 to the right and to the left of the auditorium stage.
11 Staff will be observing to offer assistance to persons
12 with special needs. Second, as a courtesy to others,
13 please silence all cell phones and Blackberries. Thank
14 you.

15 MS. CLOUGH: Good afternoon. I'm Helen Clough
16 with the Fish and Wildlife Service, and I would like to
17 welcome you to this Izembek National Wildlife Refuge
18 public meeting on the Environmental Impact Statement
19 for the proposed land exchange. I will just give a
20 quick overview of how we're going to operate, and then
21 I'll turn the meeting over to others. My job, while I
22 do work for Fish and Wildlife Service, my job here

1 today is to facilitate the meeting, and that's my only
2 role for this purpose. As we said, the purpose of this
3 meeting is a public scoping meeting to gather comments
4 on the scope and the topics that people would like to
5 see us cover in this Environmental Impact Statement.

6 The agenda will consist of Refuge staff and the
7 project manager, giving you a Power Point presentation
8 and telling you a little bit about the project and the
9 Refuge. Then we will have a panel that will consist of
10 those folks and a couple of other people to answer
11 questions, if you have questions about the project. If
12 they sound like rhetorical questions or people begin
13 making comments I will cut you off, because that will
14 be followed by a comment period.

15 And if we don't get a lot more people to sign up,
16 I was going to give everybody three minutes but I will
17 give you four minutes, and then we're here until four
18 o'clock, and so after everyone who has signed up has
19 made their comments, if there is time remaining and you
20 want to provide additional comments for the record we
21 do have a court reporter. We are recording the entire
22 proceeding, and we'll be able to do that.

1 Also, we will be happy to meet informally with
2 people. At the back we have some of the maps and
3 photos that show the project area, you know, if people
4 want to engage in more detailed questions. There are
5 also a number of ways to comment in addition to
6 speaking at this meeting. You can provide written
7 comments. Stephanie will go over our website. We even
8 have a comment form if people want to just scribble out
9 a few comments here.

10 If you do wish to speak please sign in at the
11 table at the back, and with the exception of one
12 person, who is Alaska's Congressman Don Young, who I
13 will defer to, people will be called on in the order in
14 which they signed in. If you change your mind and
15 decide you don't want to comment, that's fine too.
16 We'll do that. I will have a person up here timing you
17 and I will run through the procedures again when we
18 begin. I am going to turn it over right now to Todd
19 Logan, the Chief of the Refuge System in Alaska, to
20 introduce the service staff.

21 MR. LOGAN: Thank you, Helen. And I just want to
22 welcome everybody here today. I very much appreciate

1 you taking time out of, in many cases, your busy
2 schedules to come and talk to us and tell us what you
3 are thinking about relative to this proposed land
4 exchange and road construction to connect the
5 communities of King Cove and Cold Bay, Alaska. I
6 appreciate you being here. This will be one of many
7 opportunities for the public to be involved in this
8 process. This is the second of seven scheduled scoping
9 meetings, which is really the beginning, or near
10 beginning, of the development of an Environmental
11 Impact Statement.

12 You have already met Helen Clough. She is our
13 Chief of Planning and Policy in the Anchorage Regional
14 Office. We also have here today Stephanie Brady. She
15 is the Project Manager we have hired to manage the EIS
16 process. We have Nancy Hoffman, the Refuge Manager of
17 the Izembek National Wildlife Refuge, and then we also
18 have Frederick Milton with us today, and he will be our
19 timekeeper. Frederick works out of our headquarters
20 office here in Washington, D.C. So with that, without
21 further ado, I will let you set up and go. Thank you.

22 MS. BRADY: Thank you, and thank you for everyone

1 coming today. As Todd said, I am Stephanie Brady and I
2 am the Coordinator for this project. I am going to be
3 co-presenting today with Nancy Hoffman, the Refuge
4 Manager. This is the U.S. Fish and Wildlife Service,
5 Izembek National Wildlife Refuge Land Exchange Road
6 Corridor Public Scoping Meeting.

7 So why are we here? We're here because in March
8 of 2009 Congress passed the Omnibus Public Land
9 Management Act and directed the Secretary of Interior
10 to prepare an Environmental Impact Statement to conduct
11 an analysis of the proposed land exchange among the
12 U.S. Fish and Wildlife Service, the State of Alaska and
13 the King Cove Native Corporation. This EIS, or the
14 Environmental Impact Statement, contains an analysis of
15 the proposed land exchange, the potential construction
16 and operation of a road between the communities of King
17 Cove and Cold Bay, the potential road corridors through
18 Izembek National Wildlife Refuge that will be
19 identified by the State of Alaska, the City of King
20 Cove, the Agdaagux Tribe of King Cove and the public.
21 The legislation also states the cooperating agencies
22 will be any Federal agency that has permitting

1 jurisdiction over the road, and at this time we are
2 partnering with the Army Corps of Engineers, the State
3 of Alaska, the Aleutians East Borough, the City of King
4 Cove, the Tribe and the Alaskan Migratory Bird Co-
5 Management Council.

6 In addition to the Environmental Impact Statement
7 and the Record of Decision, or the ROD, the secretary
8 also needs to do a public interest determination to see
9 if it is in the best interest of the public for this
10 land exchange and road to go forward. This is a map of
11 the proposed land exchange road corridor.

12 To orient you, this is the State of Alaska and
13 this is the Alaska Peninsula. The box indicates the
14 area that is blown up here on the map. This is the
15 boundary for Izembek National Wildlife Refuge, and this
16 green square here is the North Creek Unit of the Alaska
17 peninsula, and that is part of the land exchange that
18 would be exchanged from the State of Alaska to the U.S.
19 Fish and Wildlife Service. These two green dots
20 indicate lands that will be exchanged from the King
21 Cove Corporation to the Fish and Wildlife Service. The
22 red indicates the proposed road corridor through the

1 Izembek National Wildlife Refuge. Over here is
2 Sitkinak Island, and that is land that will go from the
3 U.S. Fish and Wildlife Service to the State of Alaska.
4 Nancy will further explain this map as far as the
5 refuge boundaries go following the presentation.

6 So what is proposed? In the land exchange is the
7 removal of 206 acres from Izembek Wilderness and
8 transferred to the State of Alaska, it's the transfer
9 of 1,600 acres of Federal land from Alaskan Maritime,
10 which is on Sitkinak Island to the State of Alaska, and
11 in return, the U.S. Fish and Wildlife Service would
12 receive over 43,000 acres from the State of Alaska and
13 over 13,000 acres from the King Cove Corporation. Of
14 this exchanged land, 43,000 acres will be designated
15 wilderness.

16 This is the map that was attached to the
17 legislation, and we also have these in large poster-
18 size copies in the back of the room, so if you want to
19 look at this more closely they are posted out back.
20 This again is the peninsula of Alaska, the black line
21 indicates the boundary of Izembek National Wildlife
22 Refuge, that's the Bering Sea, this is Cold Bay. The

1 city of Cold Bay but also Cold Bay itself. This green
2 box up here indicates lands that will come from the
3 State of Alaska to the U.S. Fish and Wildlife Service
4 of the North Creek Unit, and the Ws on here indicate
5 lands that will be designated wilderness. These green
6 lands here come from the King Cove Corporation to the
7 U.S. Fish and Wildlife Service, and again the W
8 represents wilderness. This is the Kinzarof Lagoon.
9 This is land here that will come from the King Cove
10 Corporation to the U.S. Fish and Wildlife Service, and
11 that's Mortensen's Lagoon. It will not be designated
12 wilderness. And then the red is just a proposed road
13 corridor, it's not set in stone, it's just to show the
14 isthmus of the Refuge and where our potential road
15 could go.

16 These next few slides are some views of the land
17 exchange. They are photographs of lands in that area.
18 This first slide is of Izembek National Wildlife
19 Refuge, the wilderness section. This is the isthmus,
20 and here on this side, that's Kinzarof Lagoon, and over
21 there is Izembek Lagoon. So that's looking through,
22 that's where our potential road corridor could go.

1 These following lands are the lands that the Fish
2 and Wildlife Service would receive from either the King
3 Cove Corporation or the State of Alaska. This is
4 Mortensen's Lagoon, which would be transferred from the
5 King Cove Corporation. These are the Kinzarof Lagoon
6 bookends, that would again come from the King Cove
7 Corporation, and this is the North Creek Unit, that
8 would come from the State of Alaska. And this is a
9 portion of the lands that are proposed to be exchanged
10 to the U.S. Fish and Wildlife Service. In the back of
11 the room we have an aerial photograph with the
12 boundaries laid over the photograph, so I would
13 encourage you to look at that to get a better idea of
14 the land types. This is Sitkinak Island. The red
15 indicates areas that would go from the Fish and
16 Wildlife Service to the State of Alaska.

17 So in addition to the land exchange, Kinzarof
18 Lagoon would become a designated State refuge, and this
19 has to happen before the land exchange can occur. So
20 Izembek Lagoon is now a State refuge, so Kinzarof
21 Lagoon would also become a State refuge. The
22 legislation is specific about the designation of the

1 road corridor, we must minimize the adverse impact of
2 the road corridor on the refuge, transfer the minimal
3 amount of acreage of Federal land that is required for
4 the construction of the road corridor, and to the
5 maximum extent practical, to incorporate existing roads
6 into the road corridor.

7 The limitations on the use of the road corridor:
8 any portion of the road constructed on Federal land,
9 which would be transferred to the State of Alaska, will
10 be used primarily for health and safety purposes, and
11 only for noncommercial purposes. Of those uses, the
12 use of taxis, commercial vans for public transportation
13 and shared rides will be allowed.

14 Congress also stated that there is a requirement
15 of a barrier cable; however, as we go through the
16 process and the development of the Environmental Impact
17 Statement, if other mitigation measures come up, then
18 those can be proposed as well. It does not have to be
19 a cable.

20 The dimensions and design features of the road:
21 it's a width not greater than a single lane, it must be
22 constructed with gravel, it must be constructed with

1 any mitigation measures relative to the passage of
2 migration of wildlife and the exchange of tidal flow,
3 and it must be constructed to include appropriate
4 safety pullouts.

5 So again, I talked about the legislation and why
6 we are here. The process we are going through is NEPA,
7 the National Environmental Policy Act, and it's our
8 national charter for the protection of the environment.
9 The purpose of NEPA is to allow the Federal Government
10 to make better informed decisions and to involve
11 citizens in the process.

12 And this slide indicates the process that we will
13 be going through, and right now the red highlights that
14 we are in the scoping process. So we have published,
15 in the Federal Register, a Notice of Intent back in
16 August, stating that the Fish and Wildlife Service will
17 be going through developing an EIS for this project,
18 and then in February we published a Notice of Intent in
19 the Federal Register, stating that we are going to
20 start public scoping and here is when the meetings are
21 going to be. So we have published two Notices of
22 Intent, so we are in the scoping process. We are

1 anticipating having a draft EIS completed by spring of
2 2011, so there will be another public comment period in
3 the summer of 2011 following the draft, a public
4 comment analysis in the fall of 2011, and then a final
5 EIS in the winter of 2012, with a record of decision in
6 the spring of 2012. This is a tentative schedule and
7 is based upon funding of the project.

8 So what is scoping? It's a process to involve the
9 public in identifying issues, alternatives and
10 potential impacts of the proposed project, and in this
11 case it is a land exchange and a road corridor at
12 Izembek National Wildlife Refuge. So we have public
13 scoping meetings, we had one last week in Anchorage,
14 you're here today at the public scoping meeting in
15 Washington, D.C., and the week of April 26th we are
16 going to go to all five communities that surround the
17 Refuge. Scoping ends May first; however, you can still
18 submit comments throughout the process so there will be
19 other opportunities to submit comments.

20 Past NEPA Actions: To understand where we are now
21 we need to know where we have been. In 1998 Congress
22 passed the King Cove Health and Safety Act for

1 improvements to the King Cove Medical Clinic, to their
2 airport and to provide a road marine transportation
3 system. An EIS was written for this project and a
4 proposed road corridor was discussed in this
5 Environmental Impact Statement, but an in-depth
6 analysis was not completed, so this is good baseline
7 information that we can base this EIS. There is data
8 that has been collected and information that is
9 available that we can use to further this process.

10 At this time I would like to turn it over to Nancy
11 Hoffman, the Refuge Manager.

12 MS. HOFFMAN: Thank you, Stephanie. Hi, I'm Nancy
13 Hoffman, Refuge Manager at Izembek. I am going to give
14 you a brief summary of what the Refuge is, the
15 resources, scale it down to the communities in the area
16 and then down to the two cities that are involved in
17 this proposed action.

18 So Izembek National Wildlife Range was established
19 in 1960. This is the fiftieth anniversary of the
20 Refuge. It was re-designated as a National Wildlife
21 Refuge by the ANILCA, the Alaska National Interest
22 Conservation Act, and in the same year they designated

1 wilderness within the boundaries of the Refuge, and
2 that's the Izembek wilderness. About 90 percent of the
3 Refuge is wilderness.

4 So I am just going to give you a lowdown on the
5 boundaries of the Refuge and the lands that the Refuge
6 also manages or administers. This right here, this is
7 the boundary of Izembek, the Refuge itself, right here.
8 Izembek is responsible to manage units of two other
9 national wildlife refuges, one is Alaska Maritime
10 Refuge and that's the Unimak Island portion, and then
11 there is the Pavlof and the North Creek units, right up
12 in here. And then the proposed land exchange, two
13 sections from the State coming to the refuge system,
14 referred to as the North Creek, and those are right
15 there. So the boundary responsibility of the Izembek
16 National Wildlife Refuge is to manage from about here
17 to the western end of Unimak Island.

18 So the Izembek area refuge is rich in culture.
19 The Aleut people have lived there for many, many moons.
20 Back in the late 18th century and early 19th century
21 explorers came from Russia and the European explorers,
22 and they came to take advantage of the resources, the

1 trapping and the fur trade. So there is still today a
2 strong influence of Russian and other explorers.

3 It also has a military history. Cold Bay, which
4 is a hub or headquarters for the Refuge, was a center
5 for World War II, and Fort Randall was established
6 there and more than 20,000 troops were stationed there.
7 So as these troops came in, a lot of Quonset huts were
8 built. A lot of the facilities, military facilities,
9 have been removed, but as you are out hiking or
10 exploring you still come across military debris.

11 The Refuge Izembek predates ANILCA, but ANILCA
12 came in 1980, and it was passed by Congress and
13 conservation units were established, and these units
14 were set aside for present and future generations.
15 Each of these units are significant in some way, be it
16 scenic, or wilderness, scientifically, recreationally.
17 Other parts of ANILCA that were passed were to also
18 make sure that the rural residents could still continue
19 their subsistence way of living, so that section was
20 included.

21 These conservation units brought a lot of lands to
22 the public system, and in Alaska it brought over 56

1 million acres of new lands to the refuge system, and
2 that brought it up to over 76 million acres in the
3 refuge system lands in Alaska.

4 Refuges are established and are based on a
5 purpose, and that's all refuges across the country.
6 But on top of those purposes, ANILCA laid on four more,
7 and so this slide outlines those purposes. There is
8 the conservation of fish, wildlife and habitats. We
9 still fulfill our international treaty regulations,
10 providing opportunities for subsistence, and then also
11 making sure that we have enough water, and a high
12 quality.

13 In 1964 the Wilderness Act was passed, and this
14 act established a system, a National Wildlife
15 Preservation System. Wilderness is described as land
16 where the natural community is left untrammled, that's
17 not un-trampled, that untrammled, like uncontrolled or
18 unhindered, and where humans come and visit, enjoy but
19 not stay. So wilderness areas are -- consider them
20 like a baseline, compared to the areas of development
21 that us humans develop over time, and so it's a place
22 to go back and say, oh, this is still a wild place as a

1 reference point.

2 Now wilderness in Alaska is different than on the
3 mainland or the lower 48. In Alaska there are
4 exceptions, and under ANILCA you can use methods that
5 were traditionally used. An example of Title 11 is
6 airplanes, motorboats and snowmobiles are allowed in
7 wilderness, and in addition, corridors can also be
8 considered.

9 Izembek National Wildlife Refuge is considered a
10 gem in the system, the National Wildlife Refuge System,
11 but within the Refuge there is also an over 300,000
12 acre lagoon, Izembek Lagoon, and it is a State game
13 refuge. So it also has a large mass, the largest stand
14 of eelgrass in the country, and it provides food and
15 shelter for migratory birds. We have about a quarter
16 of a million water birds that migrate through Izembek
17 and use this area during migration.

18 The most impressive resident by size would be the
19 brown bear. There is a large concentration in the
20 Joshua Green River area, and that is to the west of the
21 body of water of Cold Bay. Also we have herds of
22 caribou that move through the area, use the isthmus,

1 migrating back and forth, spring and fall, and we have
2 wolves and fox, wolverines, minks, some of the
3 terrestrial species.

4 Then if you go more to the coastal end we have
5 seals and sea lions, we have critical habitat for sea
6 otters in Cold Bay. Also, salmon begin and end their
7 live stages in the Refuge.

8 So besides these resources that we have, there is
9 also a special recognition of this Refuge. And there
10 is the Biosphere Reserve, which works with sustainable
11 uses of these natural resources. It's also a Ramsar
12 site, which is a world-renowned wetland designation.
13 It is the first in the United States to be designated.
14 It is also an important bird area, so it's a
15 conservation area of global importance.

16 So another purpose of ANILCA that we are
17 responsible for is opportunities for subsistence, and
18 these are some of the opportunities out there. Another
19 one is fish, fisheries is a large subsistence activity.

20 The Refuge is a big place and people come out and
21 enjoy it, so the public is always out there. It's a
22 lot of hiking, fishing, camping, berry picking, it's

1 all there, come on out.

2 So now I am going to scale down and bring you back
3 to the peninsula and look at the communities around
4 there and just outline a few. So the peninsula has a
5 boundary on the north of the Bering Sea and the South
6 Pacific Ocean. Again, this is a Izembek Refuge here.
7 And King Cove is on the Pacific side, it is exposed
8 over on this end. On the west side of the bay is Cold
9 Bay. These are the five communities we will be doing
10 scoping in at the end of April. All these communities
11 use resources within the boundaries of the Izembek
12 National Wildlife Refuge.

13 So I will start with Cold Bay and go into two
14 other communities that are involved in this. It would
15 have to be in the fall when there is a lot of visitors
16 there, but the population of Cold Bay is around 80
17 people, 90 people, and less than a quarter of those are
18 Alaska natives. Like I had mentioned before, the place
19 is rich with archeological and historical sites. The
20 city of Cold Bay was incorporated in 1982. The major
21 employer in Cold Bay is the government; it's federal,
22 state and local, in addition to flight services. Like

1 a lot of communities, subsistence helps supplement
2 income.

3 As I mentioned before, Cold Bay was a strategic
4 spot in the War, World War II, and from what I
5 understand it was chosen because of the cloud density,
6 it's pretty overcast and foggy there quite often. The
7 runway at the time of the War was the largest runway in
8 the State of Alaska. It is now the fifth largest in
9 Alaska. It is a hub. There are daily flights coming
10 in and flights going out to support local communities
11 in goods and services.

12 I will point out the city of King Cove. It's on
13 the Pacific side so it's not as protected as Cold Bay.
14 It's about 20 miles between the two, and it's about a
15 half hour air flight. I don't know if you can see
16 this, but it's right in here. So the city of Cold Bay
17 has a population of less than 800 and almost half are
18 Alaska natives. There is a federally recognized tribe,
19 the Agdaagux Tribe. King Cove was founded in 1922 by
20 Scandinavians and it was a cannery. King Cove just
21 celebrated its sixtieth birthday last year. The
22 economy there is dependent on commercial fisheries and

1 also there is a Peter Pan seafood facility there that
2 employs a lot of people. Again, like a lot of the
3 communities, subsistence is an important way and helps
4 supplement their income.

5 Now like many rural communities, King Cove is only
6 accessible by plane and by sea. It does not have a
7 runway that is good in all weather, it is gravel, there
8 are no lights for landing at night. You can see by the
9 train in the previous picture and this one, that it is
10 steep, wind can whip through there, and so it's tough
11 to be a pilot there. There have been air flight
12 casualties, fatalities, and the people of King Cove
13 believe that this connection of this road between King
14 Cove and Cold Bay is primarily an issue of health and
15 safety for the residents of King Cove.

16 Okay, so you know that you are in a public scoping
17 meeting and these are all public lands that we're
18 talking about, and you are the public, so we are asking
19 you to give us some comments today. We are hoping you
20 will give us some oral testimony and hopefully you
21 have signed up in the back, and if not, you can sign up
22 now. We also are taking written comments and there is

1 forms for that, so we hope you provide comments, that's
2 how we will build a good EIS and evaluate this proposed
3 project. And if you leave here and think, oh I forgot
4 something, then we have other opportunities. We have
5 email, there is an email address on there. You can fax
6 us. There is also snail mail. We also have a web
7 site, you can go in there. We don't Twitter or Tweet,
8 or Facebook, but maybe we will get there someday.

9 So, now I am just going to review the time line
10 one more time. So again, the Notice of Intent was
11 posted in the Federal Register. We are now in the
12 scoping period. The next scoping meetings will be at
13 the end of April at the remote communities. We hope to
14 have a draft EIS completed by April, 2011, and
15 following that we will have a comment period. This will
16 also be advertised in the Federal Register, and that
17 will be in the summer of 2011. Following the close of
18 that comment period we will do analysis of the comments
19 and then hopefully by the winter of 2012, we will have
20 a final EIS, and then that will be followed by the
21 record of decision. So I want to thank you again, and
22 I hope we hear comments from you.

1 MS. CLOUGH: Thank you, Nancy. We're going to go
2 ahead now, and if people have any questions they want
3 to ask, we can do that. I will ask that you come to
4 the microphone because we are recording everything.
5 There are microphones on both sides and they are
6 adjustable for people of different heights.

7 So if anybody has any questions they want to ask
8 of Todd, Nancy or Stephanie, now is the time to do it.
9 Otherwise, we will move into taking comments. So does
10 anyone have any questions about the project or what
11 we're up to?

12 Okay, I am just going to reiterate how we are
13 going to do the comments, and because there is not a
14 tremendously large number of people signed up, I will
15 give everybody four minutes initially because some
16 people may plan on coming in later. I ask that you
17 come forth and I'll call your name. I apologize if I
18 couldn't read your handwriting and/or can't pronounce
19 your name. I assume I will get it close enough that
20 you will know who you are. Come forward, please state
21 your name for the record, for the court reporter, and
22 then provide your comments.

1 Frederick will be timing you. We are going to
2 give you four minutes, and when you have one minute
3 left he will raise this lovely yellow folder, and when
4 you are done he will raise the red folder and I will
5 have to cut you off because we want to make sure, and I
6 know your time is very valuable, that everybody has a
7 chance to be heard. And as I said earlier, if we have
8 time afterwards and people want to make additional
9 comments we can do that, as well we do encourage you to
10 provide written comments, those of you that would like
11 to do that. So without further ado, our first
12 commenter is Phyllis Mains.

13 MS. MAINS: And did you want my address?

14 MS. CLOUGH: We don't need your address, but if
15 you can come up and speak at the microphone.

16 MS. MAINS: I'm Phyllis Mains and I thank you so
17 much for this opportunity to hear my comments for the
18 environmental impact statement being drafted regarding
19 the proposed land exchange and road in Izembek National
20 Wildlife Refuge. I oppose the road because the road is
21 not necessary. In 1998 Congress addressed the health
22 and safety needs of King Cove with the King Cove Health

1 and Safety Act. That legislation provided 37.5 million
2 dollars of taxpayers' money to upgrade King Cove's
3 medical facilities, purchase a Hovercraft for regular
4 ferry and emergency medical service between King Cove
5 and Cold Bay. Construct a new marine terminals and
6 construct a road between King Cove and the Hovercraft
7 terminal.

8 This law specifically prohibited a road through
9 Izembek's federally protected wilderness. The
10 Hovercraft has been 100 percent effective and provided
11 rapid life-saving medical evacuations, and takes about
12 20 minutes. The trip would take approximately one to
13 two hours in good weather on the proposed road.

14 The land swap would sacrifice 206 acres of the
15 most unique and valuable internationally recognized
16 wetlands habitat that bicep a narrow isthmus between
17 Izembek and Kinzarof Lagoons for about 61,000 acres of
18 lands with far lesser value. Major impacts from the
19 road include road construction, noise, sediment runoff,
20 watershed impacts, air and water pollution from gas and
21 diesel engines, disruption of migrations, habitat
22 fragmentation, to name just a few. Alaska is warming

1 twice as fast as the lower 48 states and melting
2 permafrost, current and projected warming impacts must
3 be included in the environmental impact statement.
4 Nothing can compensate for the irreversible impacts a
5 road would have on Izembek's critically important cold
6 water lagoons and internationally significant wetlands,
7 which provide resting places for migrating waterfowl.

8 The cold water lagoons of Izembek Refuge contain
9 some of the world's largest eelgrass beds. More than
10 98 percent of the world's Pacific Black Brant use the
11 Izembek Lagoons for their fall migration to Mexico.
12 Birds from all over the Arctic funnel through the
13 Izembek Refuge. Many of those birds find their way to
14 Iowa. We were surprised one summer when 35 Black
15 Scotters, Arctic Black Scotters, dived in our farm
16 pond. The loss of these birds could have a devastating
17 impact, not only on Iowa's economy but all states with
18 the loss of hunting and bird watching. Hunters and
19 bird watchers buy a lot of equipment, they buy food and
20 lodging. We have hunting and bird watching in Iowa.

21 Congress created the Izembek National Wildlife
22 Refuge to conserve fish and wildlife in their habitats

1 and to fulfill the United States international treaty
2 obligations, provide continued subsistence by local
3 residents and to preserve water quality within the
4 refuge. The wildlife values of Izembek are globally
5 significant and should not be compromised. All
6 Americans benefit from the protection of the wilderness
7 status of the Izembek National Refuge, and I urge you
8 to consider the damaging impact of an unnecessary road,
9 to be paid for and maintained by American taxpayers who
10 could lose many of the birds they watch. Thank you for
11 listening to my comments.

12 MS. CLOUGH: Thank you very much. Our next
13 speaker is Lauren Hierl from the Alaska Wilderness
14 League.

15 MS. HIERL: Hello. Thank you for the opportunity
16 to talk to you today. My name is Lauren Hierl and I
17 represent the Alaska Wilderness League based here in
18 Washington, and we aim to be your voice for Alaska's
19 wilderness in our nation's capital. The proposed land
20 exchange and road through Alaska's Izembek National
21 Wildlife Refuge is a detriment to our wilderness legacy
22 in America's last frontier.

1 Last year this land exchange and road was
2 authorized by Congress as a poison pill in an otherwise
3 groundbreaking public lands bill. The road was
4 requested by the residents of King Cove, who claim it
5 is needed to assure safe transport to Cold Bay in the
6 event of an emergency. In truth, U.S. taxpayers have
7 already provided a safe and reliable transportation
8 system to the King Cove community when Congress
9 appropriated 37.5 million dollars in 1998 to address
10 this issue.

11 The Izembek Refuge is a vitally important place
12 for hundreds of thousands of birds, scores of other
13 wildlife, and all Americans who care about preserving a
14 piece of our natural heritage for future generations.
15 Today I will discuss how the Izembek National Wildlife
16 Refuge is a critical area ecologically, and the
17 proposed road is not needed by the residents of the
18 area, meaning that the road and land exchange is not in
19 the public interest.

20 The proposed road would cut through the heart of
21 one of the world's most critically important resting
22 places for migrating waterfowl. Virtually all of the

1 world's Pacific Black Rant and Emperor Geese use
2 Izbek's cold water lagoons and internationally
3 significant wetlands as a place to feed and rest. As
4 proposed, the road would drive right through the
5 Izbek isthmus, which lies between some of the largest
6 eelgrass beds in the world. They provide food vital to
7 the survival of more than a quarter million migratory
8 birds. In addition to Pacific Black Brant and Emperor
9 Geese, Pacific Golden Plovers, Rock Sandpipers, Dulins
10 and Tundra Swans depend on the Izbek Refuge for
11 wintering, breeding molting, refueling, staging and
12 resting. Mammals such as brown bear, caribou, red fox,
13 wolves and other wildlife make extensive use of the
14 Izbek isthmus as well.

15 In addition to the direct impacts to wildlife,
16 this road would set a dangerous precedent for
17 wilderness areas across the country. The proposed road
18 would be the first ever to bisect a congressionally
19 designated wilderness, despite the fact that by
20 definition, wilderness is meant to be a place where
21 humans leave no mark. If this road were built, it would
22 open the door to similar destructive projects in other

1 wilderness areas.

2 While Congress proposed a land exchange to make up
3 for the destruction of this vital wilderness area, the
4 lands to be exchanged are uplands with lower wildlife
5 habitat value that are currently not threatened by
6 development. The wetlands of Izembek National Wildlife
7 Refuge, on the other hand, have been globally
8 recognized as wetlands of international importance
9 under the Ramsar Convention.

10 Perhaps the most puzzling part of this whole issue
11 is the fact that Congress solved King Cove's
12 transportation problem more than ten years ago. In
13 1998 Congress appropriated 37.5 million taxpayer
14 dollars to provide a modern medical clinic for the 800
15 residents of King Cove, a 98-foot state-of-the-art
16 Hovercraft, a gravel road and two terminals for 20-
17 minute emergency medical evacuations from King Cove to
18 the jet airport at Cold Bay. Since operations began in
19 2007, the Hovercraft has flawlessly performed more than
20 35 medical evacuations in all seasons and all weather
21 conditions.

22 Despite the fact that the road would take much

1 longer to traverse than the Hovercraft, a crucial fact
2 in an emergency medical situation, and that the road
3 may be impassable during parts of the winter, the
4 residents of King Cove are once again asking for a
5 gravel road to be built through the heart of the
6 Izembek wilderness with a whopping price tag of 20 to
7 25 million taxpayer dollars on top of the 37.5 million
8 already authorized to address this issue. This one
9 road to nowhere that Americans cannot afford.

10 The facts are clear. The Izembek wilderness is too
11 important to waste on a needless road. I implore
12 Secretary Salazar to conduct a careful Environmental
13 Impact Statement process, which I am confident will
14 show that this road is not in the public interest.
15 Thanks so much for your time.

16 MS. CLOUGH: Thank you. Our next speaker is Taldi
17 Walter from the National Audubon Society. Forgive me
18 if I butchered your name.

19 MS. WALTER: That's all right, it's a little
20 different. Good afternoon and thank you for the
21 opportunity to submit scoping comments on the
22 Environmental Impact Statement being drafted for the

1 proposed land exchange and road in Izembek National
2 Wildlife Refuge. My name is Taldi Walter, and I am the
3 Assistant Director of Government Relations for National
4 Audubon Society. Audubon is the oldest conservation
5 organization in the country and is supported by a half
6 million members, 470 chapters and 37 states -- or we
7 have staff in 37 states. Audubon and our membership
8 have been actively involved with this issue for over a
9 decade, and continue to have a high interest in
10 conserving this internationally significant habitat.

11 Izembek National Wildlife Refuge on the Alaska
12 peninsula is one of the world's most critically
13 important northern wetlands for migratory birds.
14 Virtually all the world's Pacific Brant stop at Izembek
15 and Kinzarof Lagoons during their migrations to rest
16 and feed in one of the world's largest eelgrass beds.
17 Eelgrass beds and surrounding wetlands are utilized by
18 hundreds of thousands of waterfowl and shore birds
19 including substantial numbers of Emperor Geese, Tundra
20 Swans and the threatened Steller's Eider. Caribou,
21 brown bears, wolves, marine mammals and numerous
22 species of fish also depend on the refuge lands and

1 adjacent waters in the proposed project area for their
2 survival.

3 The proposed road corridor would bisect the
4 Izembek isthmus, which lies between two lagoons and is
5 an important nesting area for Tundra Swans and a
6 migration corridor for the caribou. There are many
7 scientifically documented impacts to wildlife
8 associated with roads, including habitat loss and
9 fragmentation, displacement of wildlife and elevated
10 mortality from increased human access. The U.S. Fish
11 and Wildlife Service has already documented many of the
12 significant environmental impacts this road would
13 produce in previous documents, including the King Cove
14 Access Project EIS in 2004.

15 Although the land exchange would add more acres to
16 the Refuge, the proposed acres are not comparable in
17 their habitat values. The exceptional habitat that
18 will be lost in the projected road corridor is
19 significant because it provides an irreplaceable
20 ecological linkage within the Refuge. No amount of
21 exchanged lands can compensate for the irreversible
22 impacts the road will have on this globally significant

1 wetland habitat. Specifically, Audubon recommends that
2 the Fish and Wildlife Service address the following
3 issues in their EIS:

4 Impacts to fish and wildlife and their habits from
5 the proposed road including road construction, sediment
6 runoff and impacts to water quality and hydrology, road
7 avoidance by wildlife and loss and fragmentation of
8 habitat.

9 Potential impacts to eelgrass beds, which provide
10 vital habitat for many birds and marine organisms, is a
11 significant concern and should be explicitly addressed.

12 Long-term cumulative impacts to wildlife
13 populations and their habitats from a road bisecting
14 the significant wetland habitat and ecological corridor
15 should be assessed in the context of how such impacts
16 may be compounded by climate change.

17 Potential impacts to threatened and endangered
18 terrestrial and marine species and their habitats.

19 A cost-benefit analysis of the road that considers
20 the previous investments from the King Cove Health and
21 Safety Act to improve transportation in the region.

22 This analysis should also analyze the cost-

1 effectiveness of the current transportation system, the
2 combination road and marine Hovercraft link, to the
3 proposed one-lane gravel road.

4 And finally, a compatibility determination as
5 required in the National Wildlife Refuge System
6 Improvement Act.

7 Thank you for considering our comments.

8 MS. CLOUGH: Thanks. Our next speaker is Stanley
9 Mack from the Aleutians East Borough.

10 (pause)

11 MR. MACK: My name is Stanley Mack, and I'm the
12 mayor of the Aleutians East Borough. (Difficulty with
13 microphone - changes microphone.) Thank you. This one
14 here is warmed up. My name is Stanley Mack and I'm the
15 Mayor of the Aleutians East Borough. I was born and
16 raised in King Cove, lived out there all my life. The
17 community of King Cove and Cold Bay and the Izembek
18 Refuge area within the boundaries of the Borough.

19 Thank you for this opportunity to comment on a
20 proposed land exchange and road corridor through
21 Izembek Refuge. Because I am here in our nation's
22 capital, I have been thinking about the project, this

1 project, compared to projects nationally. I am not
2 necessarily in tune with that many projects coming in
3 here from other parts of the country, but I am pretty
4 sure that not many of them are initiated and led by
5 residents of a community of less than 1,000 people in
6 the place, so remote that most Americans can't even
7 imagine. I bet most do not have nearly as much
8 grassroots support as this land exchange.

9 I wonder how many other hearings in Washington,
10 D.C., have been the result of a community request for a
11 single-lane gravel road less than 20 miles long. A
12 road that will provide access to a world class airport.
13 Not many other projects discussed in Washington, D.C.,
14 have such a huge local contribution.

15 The King Cove folks are not asking the
16 government's handout or a freebie. They have paid
17 dearly in their only currency, Aborigine lands. What
18 they hope to receive in exchange is simple and honest
19 access to an airport that they can depend on in an
20 emergency for their aging parents, and for their
21 children, and for their friends and neighbors with
22 special health concerns, for the peace of mind of

1 knowing that medical help is within reach even if the
2 weather is bad.

3 Now we heard comments about the eelgrass bed.
4 This road would be at least two miles or better away
5 from the eelgrass beds. Our proposal does not cause
6 streams running into the lagoon, so there would be no
7 problems there. We have heard concerns about
8 subsistence use. Folks in King Cove are subsistence
9 hunters, not sports hunters. We never were, never will
10 be and hope that our children and grandchildren will do
11 the same.

12 Furthermore, I expect the mitigation measures will
13 protect the resources that are so valuable to the King
14 Cove and Cold Bay residents. Nobody knows better than
15 the people living in the Aleutians East Borough what a
16 jewel the Izembek Refuge is and how important
17 protection for the future generations of the Aleuts is.

18 The Aleutian East Borough will submit details and
19 formal comments in writing. We will ask for this EIS
20 to look at specific issues, that is important to us.
21 We will ask the secretary to exercise his trust
22 responsibilities to the Aleut people to this process,

1 especially important to that King Cove voice were not
2 heard, prior to the Refuge formation. We will also
3 participate in future scoping meetings to be held in
4 our communities. Thank you. I appreciate this
5 opportunity.

6 MS. CLOUGH: Thank you. Our next speaker is Gary
7 Hennigh from the city of King Cove. And I think we
8 have both microphones on for future speakers.

9 MR. HENNIGH: Good afternoon. My name is Gary
10 Hennigh. I have been the City Administrator for the
11 City of King Cove for the past 20 years, and I am
12 speaking today in that role. I have been actively
13 involved in planning and advocating for a road between
14 King Cove and Cold Bay since the early 1980s, when I
15 worked for the Alaska Department of Transportation.

16 In retrospect, I find it interesting that even
17 the Department of Transportation back in the early '80s
18 did not know that the ANILCA Act meant what it meant in
19 terms of prohibiting access through the Izembek
20 National Wildlife Refuge. Then, when Alaska Democratic
21 Governor Tony Knowles proclaimed in the summer of 1995
22 that he was going to construct this road, we actually

1 started to believe that the time had arrived for
2 resolving at least one of the rural remote Alaska
3 transportation challenges that exist. The issue
4 quickly become controversial and has remained in that
5 status for the last fifteen years. It is true that
6 Congress tried to solve our transportation access issue
7 in 1998 and 1999, but with a solution that simply does
8 not work.

9 However, our critics have never been interested in
10 learning why that solution has not worked, and why we
11 still have this transportation access issue. It also
12 was at that time that our critics decided that the
13 truth does not really matter. We started hearing
14 insulting comments like, why do people live in a place
15 like King Cove, or that the environmental degradation
16 that this road would mean to the Izembek Refuge would
17 be atrocious, or that whatever might be authorized to
18 happen in Izembek to resolve our access issue today
19 would set a precedence for similar issues throughout
20 the country. I respectfully suggest that for
21 reasonable people, there are reasonable answers to all
22 of those concerns.

1 I have faith that this EIS process with adequately
2 and fairly analyze why this unprecedented land exchange
3 is in the best interest of the Federal Government, and
4 why our modest road link to the Cold Bay airport will
5 not have a detrimental impact on the Refuge, and why
6 the residents of King Cove deserve this transportation
7 access as part of their social economic wellbeing. I
8 also have faith that when the EIS is completed and the
9 Secretary of the Interior will fulfill his trust
10 responsibility obligation to the indigenous people of
11 King Cove, that he will see fit to issue a favorable
12 public interest finding for this land exchange. Are
13 these unreasonable expectations? I don't think so.
14 Thank you.

15 MS. CLOUGH: Thank you, Gary. Our next speaker is
16 the Honorable Don Young, Congressman from Alaska.

17 MR. YOUNG: I don't know what that thing is.

18 MS. CLOUGH: It protects the cords.

19 MR. YOUNG: Thank you for allowing me to speak on
20 behalf of the Izembek road and especially the community
21 of King Cove. I agree with everything that the
22 previous speaker said. I have been involved in this

1 issue now for approximately twenty years. I was one of
2 the original introductions of the access road for the
3 people of King Cove.

4 For those that do not live there, they don't
5 understand the importance of this. We're talking about
6 American lives. We just had a terrible tragedy in
7 Haiti and everybody rose to help those people. We
8 responded, and now I believe through this study you
9 will respond to the people of King Cove. When you have
10 a pregnant mother that has a possibility of a
11 miscarriage and they can't get to Cold Bay because we
12 didn't build a road. Some people will say yes, we did
13 try to get a ferry that would be in place, but it
14 doesn't work correctly. It's never dependable. And
15 for those who don't know and have never been there, I
16 say shame on you. I am pleased to hear that you're
17 going to have an opportunity to visit King Cove and
18 other villages around that area, in the Borough.

19 And understand the importance of this for economic
20 reasons, yes, we understand that. Access to one of the
21 finest airports in the State of Alaska and this nation,
22 by a small village, instead of having to fly out of an

1 airport, which I have, which has taken lives.

2 This is about people. It is not by somebody in
3 Washington, D.C., or someone carrying a sign outside
4 wearing a bird uniform. This is about people. And, in
5 fact, Cold Bay and region has numerous roads. This is
6 not new. This is not a virgin area, this is an area
7 that has exposed itself many times by the military and
8 by the State of Alaska.

9 And may I remind you, other than some outsiders,
10 there is no opposition to this road. I will say that
11 the people in the area of King Cove and the Aleuts
12 there have really stepped forward. They are giving up
13 a considerable amount of land that belongs to them, the
14 fish and wildlife, to improve the state fish and
15 wildlife, and federal. They are willing to take the
16 sacrifice, a potential inheritance to their people, so
17 they have access to protect their people.

18 So as we go through this process I hope we
19 study the whole thing, not only the economic aspect of
20 it, but the social aspect of it, which is crucial to
21 these people. And I am one that represents them and
22 have been involved in it, because I have been there. I

1 have flown a plane in there, in terrible weather. I
2 wouldn't do it again as old as I am now. When you're
3 young, you're stupid. But I don't want my people in
4 the State of Alaska having to face that when they're
5 willing to put up, and the state is willing to support,
6 and other entities will support it, I think we ought to
7 give them a chance -- their just due. This is America,
8 it's not a special interest group that says no to
9 everything. This is America.

10 So I would like to thank all of you for this --
11 allowing me to speak. I hope as you go through these
12 hearings you understand the total aspect of how this
13 does help the people and this is what we're about.
14 Thank you very much.

15 MS. CLOUGH: Thank you, Congressman Young. Our
16 next speaker is Lenny Corin.

17 MR. CORIN: Hi. I'm Lenny Corin and I retired
18 from the U.S. Fish and Wildlife Service approximately
19 two years ago, and I am speaking on my own behalf. I
20 spent most of my career in Alaska and I was the Deputy
21 Assistant Regional Director for Refuges and Wildlife
22 when, about 15 years ago, the Aleutians East Borough

1 proposed a land track across the isthmus of the Izembek
2 Refuge to allow for a road to connect the cities of
3 King Cove and Cold Bay. It's my understanding that
4 since the Hovercraft became fully operational in 2007,
5 it has successfully addressed every Medivac need.
6 Unfortunately, it's proved to be expensive and to
7 maximize use and minimize the financial drain on the
8 local community of King Cove and the Aleutians East
9 Borough, it would need to be subsidized.

10 The underlying need for the road as it was
11 originally proposed was to address the health and
12 safety issue, and that has been successfully dealt
13 with. The apparent issue today is not health and
14 safety but the financial viability of the Hovercraft
15 link that was paid for with U.S. taxpayer dollars. And
16 now, instead of addressing that need, we are embarking
17 upon a 1.5 to 2 million dollar evaluation process and
18 then potentially a 20 to 25 million dollar construction
19 project, when a less damaging and more cost effective
20 solution would be to establish a fund to subsidize the
21 operation of the Hovercraft.

22 Now, will the road better address the health and

1 safety needs of the City of King Cove? Having spent
2 time in the area throughout the year, I know that
3 maintaining a 33 and a half mile road from King Cove
4 Airport to Cold Bay would, at times, be difficult,
5 particularly in the winter. Even though the amount of
6 snow in the winter is not that great, the nearly
7 constant winds can result in pretty substantial snow
8 drifts and a constant test for snowplows. Certainly,
9 maintaining a four mile road to the current Hovercraft
10 site would be a much easier job. As a result the
11 Hovercraft would be, and will continue to be, a much
12 more reliable link to the Cold Bay Airport.

13 I recommend that the EIS examine the cost versus
14 the benefits of the proposed road, compared to the
15 investments that have already been made under the King
16 Cove Health and Safety Act for the current road and
17 Hovercraft link between these two communities. It
18 should also examine the expected reliability of the
19 road versus Hovercraft in terms of addressing future
20 Medivacs.

21 There is no question that the narrow isthmus
22 between the Izembek and Kinzarof Lagoons is extremely

1 important to fish and wildlife resources of the Refuge.
2 The lagoons and isthmus support significant populations
3 of Pacific Black Brant, Emperor Geese, Canada Geese,
4 Tundra Swans, Steller's Eiders, hundreds of thousands
5 of ducks and tens of thousands of shorebirds. The
6 lagoon and the narrow strip of land between them, the
7 very heart of the Izembek Refuge, is certainly of much
8 higher value than the lands being offered in exchange.
9 Neither of the two townships being offered by the
10 state, nor the majority of the King Cove Corporation
11 parcels have a habitat value comparable to that which
12 would be traded away.

13 And what are the threats in regard to the land
14 that would be removed from the Refuge? The very threat
15 is the land exchange. Many of the species that depend
16 upon the area will be adversely impacted by the
17 development and operation of the proposed road.

18 Obviously, the best way to avoid that risk would
19 be to go with a no-action alternative. And what is the
20 threat to the lands that would be added to the Refuge
21 as a result of the proposed land exchange? I am not
22 aware of any impending threat to the fish and wildlife

1 resources. If left in their present state they will
2 continue to support healthy populations of fish and
3 wildlife.

4 The EIS will need to examine the short-term
5 impacts of the road, including construction and
6 maintenance and the long-term cumulative impacts of the
7 road on fish and wildlife resources, including their
8 habitats. This analysis should compare these impacts
9 to the potential for impacts to the lands that would be
10 acquired by the Refuge. Thank you.

11 MS. CLOUGH: Thank you. Our next speaker is David
12 Raskin, from the Friends of Alaska National Wildlife
13 Refuges.

14 MR. RASKIN: Thank you for the opportunity to
15 provide these comments. My name is David Raskin. I
16 represent the Friends of Alaska National Wildlife
17 Refuges, which I serve as president.

18 In 1998, Congress appropriated 37 and a half
19 million dollars for a modern medical clinic for the 700
20 residents of King Cove, 17 and a half miles of yet
21 uncompleted road, and a 98-foot state-of-the-art
22 Hovercraft, and terminals for 20-minute emergency

1 medical evacuations from King Cove to the jet airport
2 at Cold Bay. Since 2007, the Hovercraft has flawlessly
3 performed more than 35 medical evacuations in all
4 seasons and weather conditions, eliminating the need
5 for the road.

6 In spite of this success, King Cove and AEB sold
7 the two spare engines and attempted to sell, without
8 the required consent of the Fish and Wildlife Service,
9 the Hovercraft purchased with 9 million dollars of
10 taxpayer funds. The Borough recently announced plans
11 for a 75 million dollar airport project, including the
12 purchase of a similar Hovercraft to ferry passengers
13 between Akun and Akutan across waters that experience
14 more severe weather and seas than those in Cold Bay.
15 The Borough will pay the cost of operation, I
16 emphasize, will pay the cost of operation of the
17 Hovercraft, even though their only justification for
18 the proposed Izembek road, is that they cannot afford
19 the cost of the Hovercraft operations. Paying for the
20 operation of the Akutan Hovercraft clearly belies their
21 main argument for the proposed Izembek road.

22 Traveling the 35-mile gravel road from King Cove

1 to Cold Bay would require one to two hours in good
2 weather and clear, dry conditions. Seriously ill
3 passengers would be imperiled by such a lengthy trip
4 across difficult terrain, subject to high winds,
5 blizzards, ice and snow slides. Maintaining and
6 keeping the road passable under these conditions would
7 be extremely costly and it would be impassable at
8 times.

9 The Refuge would transfer 206 acres within Izembek
10 Refuge wilderness for a road corridor in the most
11 sensitive and important wildlife habitat in the entire
12 Refuge. The road would bisect the Izembek isthmus,
13 which lies between the largest eelgrass beds in the
14 world, and provides food vital for survival of more
15 than a half million migratory birds that depend on
16 Izembek for wintering, breeding, molting, refueling,
17 staging and resting grounds. Izembek would receive
18 56,000 acres that are under no foreseeable threat, and
19 cannot replace the exceptional habitat and wildlife
20 values lost in the proposed road corridor.

21 In designating Izembek National Wildlife Refuge
22 and Wilderness in 1980, Congress provided the highest

1 level of protection and stated:

2 "The Izembek Wilderness proposes outstanding
3 scenery, key populations of brown bear,
4 caribou and other wilderness-related wildlife
5 and critical watersheds to Izembek Lagoon.
6 About 68 percent of the total lands in Izembek
7 Lagoon are covered with the largest eelgrass
8 beds in the world. These beds are utilized by
9 millions of waterfowl for migration and
10 wintering purposes. A wilderness designation
11 will protect this critically important habitat
12 by restricting access to the lagoon."

13 In 1986, President Reagan designated Izembek as
14 the first Ramsar site. In 1991, it was named as a
15 sister refuge with Russia's Kronotsky State Biosphere.
16 The National Wildlife Refuge System Improvement Act
17 states:

18 "The system was created to conserve fish,
19 wildlife and plants and their habitats ...
20 serves a pivotal role in the conservation of
21 migratory birds, anadromous and
22 interjurisdictional fish, marine mammals,

1 endangered and threatened species and the
2 habitats on which these species depend ... and
3 assists in the fulfillment of important
4 international treaty obligations of the U.S.
5 with regard to fish, wildlife, and plants and
6 their habitats."

7 In light of these issues and importance, it
8 doesn't make any sense to expend an additional 20
9 million or more of taxpayer funds to justify and
10 construct an unnecessary, dangerous and environmentally
11 damaging road through the heart of Izembek Refuge
12 Wilderness. The Friends of Alaska are confident that a
13 thorough, complete scientific analysis will provide a
14 clear basis for concluding the proposed land exchange
15 and road must be rejected because they are incompatible
16 with the purposes of Izembek National Wildlife Refuge,
17 and contrary to the public interest. Thank you very
18 much, and I have submitted more detailed comments for
19 the record.

20 MS. CLOUGH: Yes, thank you. Our next speaker is
21 Della Trumble, with the King Cove Corporation.

22 MS. TRUMBLE: Good afternoon. My name is Della

1 Trumble and I speak today as a representative,
2 shareholder, and member of the King Cove Corporation
3 and Agdaagux tribe of King Cove respectively. I was
4 born, raised, and have lived most of my life in King
5 Cove. Please know that for more than half of my adult
6 life I have been actively involved in advocating,
7 promoting and lobbying for this road connecting my
8 community to the Cold Bay Airport.

9 You should also know that my work on this issue
10 shall never end until we achieve our goal of seeing
11 this road become reality. I believe this reality is
12 now getting closer, but I never thought it would take a
13 land exchange of this magnitude and sacrifice. The
14 fact that my Corporation is willing to give the Federal
15 Government back 20 percent of the lands that were given
16 to us to resolve our Aboriginal land rights is still
17 difficult for me to accept, but my focus is now shifted
18 to help create a better future for those coming after
19 my generation. I have testified in front of Congress
20 many times on this topic, as well as at the first EIS
21 scoping session in Anchorage last week.

22 My basic message continues to be that a simple

1 road is the only logical, affordable and dependable
2 transportation connection between King Cove and Cold
3 Bay. This gravel single-lane road will connect my
4 community to the Cold Bay Airport, which is our access
5 connection to the outside world. It is indeed a road
6 to somewhere. It is about improving the quality of
7 life for my family, friends and my Aleut culture.
8 Transportation accessibility is a quality of life
9 factor that people in the lower 48 do take for granted.

10 Now it is finally time for the EIS process to
11 begin, and I am anxious for this process to sort out
12 the facts from all the mistruths and emotional
13 hyperbole that have surrounded this issue for decades.
14 I am confident that an honest assessment of the issues
15 involved in the land exchange and road connection will
16 show that this modest and highly regulated road will
17 not impact the unique human and natural environment in
18 this area.

19 I ask that our critics respect the same values of
20 science, integrity and honesty in this process that we
21 do. Is that asking too much for reasonable people? I
22 thank you again for this opportunity.

1 MS. CLOUGH: Our next speaker is Julie Kates, from
2 the Defenders of Wildlife.

3 MS. KATES: Thank you for this opportunity.

4 MS. COUGH: Can you come use this microphone?
5 That one seems to have faded out on us again. Sorry
6 about that. Thank you.

7 MS. KATES: Thank you for the opportunity to
8 comment on the propose land exchange and road corridor
9 through Izembek National Wildlife Refuge. My name is
10 Julie Kates and I'm the Refuge associate for Defenders
11 of Wildlife. Defenders is a national, non-profit
12 conservation organization dedicated to the protection
13 and restoration of all wild animals and plants in their
14 natural communities. We represent more than one
15 million members and supporters nationwide. Defenders
16 opposes a land exchange and road through Izembek
17 Refuge. We have engaged on this issue since 1997 and
18 have consistently argued that these actions would harm
19 wildlife, compromise the purposes for which the Refuge
20 was established, and set a bad precedent that could
21 allow for the removal of wilderness designation
22 elsewhere in the Refuge system.

1 The area of Izembek Refuge proposed for exchange
2 and road construction is often referred to as the heart
3 of the Refuge, with lagoons that hold some of the
4 largest eelgrass beds in the world. These beds support
5 abundant plant, animal and sea life, including hundreds
6 of thousands of waterfowl. Among the species that
7 depend on this area are the brown bear, caribou, sea
8 otter, Emperor Goose, Tundra Swan and threatened
9 Steller's Eider.

10 The Fish and Wildlife Service should analyze the
11 impacts a road could have on these species due to such
12 factors as traffic, noise, degradation of habitat and
13 water quality, and the introduction of invasive
14 species. The Pacific Black Brant is one of the species
15 most likely to be negatively impacted by this proposal.
16 More than 98 percent of the world's Pacific Black Brant
17 population uses this area for food and rest before
18 migrating to Mexico in the winter. Changing climate
19 conditions may be responsible for an increase in the
20 number of Black Brant that instead remain on the
21 Alaskan peninsula through the winter. With climate
22 change expected to continue to impact ecological

1 systems, it is imperative that we maintain the
2 integrity of key wildlife strongholds such as Izembek
3 Refuge. I urge you to consider the effects that
4 climate change will have on the wildlife that inhabit
5 this Refuge, and the role that a road would have in
6 exacerbating these impacts.

7 Secretarial Order 3289 states that each Bureau and
8 Office of the Department must consider and analyze
9 potential climate change impacts when making major
10 decisions regarding potential use of resources under
11 the Department's purview. Among the purposes for which
12 Izembek was established are the conservation of fish
13 and wildlife and the fulfillment of international
14 treaty obligations, such as the Migratory Bird
15 Conventions and the Ramsar Convention on Wetlands.

16 If carried out, this proposal will seriously
17 compromise these purposes, as well as the integrity of
18 the Refuge and the system as a whole. Izembek Refuge
19 includes approximately 300,000 acres of wilderness, a
20 designation that recognizes the tremendous values
21 contained in the Refuge by affording this area with the
22 highest level of federal protection. A decision to

1 transfer the lands, and therefore remove this
2 designation, would not only contribute to a significant
3 loss of wilderness value for those who visit the
4 Refuge, but would also render the permanent protection
5 afforded by wilderness designation meaningless, and
6 would literally pave the way for other wilderness areas
7 to be similarly loss.

8 On behalf of Defenders of Wildlife, I urge you to
9 carefully and thoroughly consider the many harmful
10 impacts this road will have as you prepare the EIS.
11 Thank you.

12 MS. CLOUGH: Thanks. Our next speaker is Nicole
13 Whittington-Evans, from the Wilderness Society.

14 MS. WHITTINGTON-EVANS: My name is Nicole
15 Whittington-Evans, and I am here on behalf of the
16 Wilderness Society. Thank you very much for the
17 opportunity to comment during the scoping process for
18 this proposed Izembek land exchange and road. I am the
19 acting Alaska regional director of the Wilderness
20 Society.

21 The Wilderness Society's mission is to protect
22 wilderness and to inspire Americans to care for our

1 wild places. It is our calling and our passion to
2 protect America's wilderness, not as a relic of our
3 nation's past, but as a driving ecological community
4 that is central to life itself. With approximately
5 225,000 members nationwide, the Wilderness Society has
6 over 750 members in Alaska, all of whom share an
7 interest in how the Izembek National Wildlife Refuge is
8 managed.

9 I have been to the Izembek Refuge, and stayed in
10 both King Cove and Cold Bay, as well as participating
11 in a couple of fly-overs of much of the Refuge and the
12 proposed exchange lands within and adjacent to the
13 Refuge. I have also been engaged in this road issue
14 since the late 1990s. The Wilderness Society opposes
15 the land exchange and road proposal because we believe
16 it is unnecessary and that it will result in
17 irreparable impacts to the designated wilderness and
18 sensitive critical wetlands habitat of this vital and
19 internationally significant ecosystem.

20 U.S. Fish and Wildlife Service has already
21 documented many of the significant environmental
22 impacts the road would produce in previous documents,

1 include the King Cove Access Project EIS from 2004,
2 which analyzed transportation alternatives between King
3 Cove and Cold Bay. The heart of Izembek Refuge
4 contains two lagoons and the world's largest eelgrass
5 beds. They attract hundreds of thousands of waterfowl,
6 other migratory birds and marine mammals. The proposed
7 road would bifurcate and fragment a narrow isthmus
8 between the lagoons, which provide swan nesting grounds
9 and the only migration path across the Refuge for
10 caribou, brown bears and additional species. The road
11 would cut through the ecological heart of the Refuge and
12 irreparably harm this vital and critical wetlands
13 complex.

14 This is a congressionally designated wilderness
15 area, and this proposal threatens to set a dangerous
16 precedent to other congressionally designated
17 wilderness lands in addition to itself, as well as the
18 National Wildlife Refuge System overall. The exchange
19 lands simply aren't comparable, because the 43,000
20 acres proposed as wilderness have no eelgrass and
21 limited waterfowl value, and they are not worth the
22 risk to this ecosystem overall, the National Wilderness

1 Preservation System or to the National Wildlife Refuge
2 System. The King Cove Corporation lands, which are on
3 the east side of Cold Bay, are primarily uplands and
4 provide no additional eelgrass or wetlands habitat to
5 the Refuge, and those on the west side are already
6 impacted by a road, and they do provide some waterfowl
7 habitat but they do not attract nearly the level of
8 waterfowl that come to the heart of the Refuge, the
9 Izembek Lagoons complex.

10 I understand I have very little time left. To
11 summarize my comments, we do not believe that the road
12 would provide safer or more efficient travel to Cold
13 Bay. We believe that, with all due respect to those
14 who are concerned about their safety in King Cove, that
15 the best alternative has already been accomplished. I
16 understand that I need to end now and I will provide
17 additional comments if there is additional time on what
18 we believe should be included in the EIS. Thank you
19 very much.

20 MS. CLOUGH: Thank you. Our next speaker is
21 Pamela A. Miller.

22 MS. MILLER: Hello. My name is Pamela A. Miller.

1 I am a resident of Fairbanks, Alaska. Thank you for
2 this opportunity to comment.

3 I wish to speak to the international importance of
4 the Izembek Refuge. I understand from the scientific
5 studies that Izembek Lagoon is increasingly being used
6 for over-wintering grounds for the species, that some
7 of the southern habitats, like in Mexico, and as you go
8 north up the Pacific Coast. I have been to almost all
9 those wintering grounds, in the lagoon in Mexico, in
10 Padilla Bay, along up as you go north, and there's
11 development threats in all those areas. And that's
12 part of the cumulative impacts of this project that
13 need to be addressed, is how important is this over-
14 wintering habitat in a warming world and in an
15 increasingly industrialized world.

16 Izembek Refuge was acknowledged a hundred years
17 ago for its importance. Congress and the American
18 people in ANILCA said this is a world-class area.
19 We're going to give it our strongest emblem of
20 protection, designated wilderness, in acknowledgement
21 of these wildlife values.

22 I would like to speak to this proposed land

1 exchange violates the intent of ANILCA for land
2 exchanges. It is well beyond the scope, the exchange
3 is not addressing the primary purpose of the Refuge.
4 And I'm concerned about the aspect of this exchange
5 that the corridor will actually be taken completely out
6 of federal management. You will have this snake of
7 State lands through the Refuge. What's going to happen
8 to the hunting management regime? It will turn into
9 state lands with state subsistence management
10 regulations, with state sport hunting authority,
11 perhaps mining, oiling, gas, in that corridor. I don't
12 know if that's been addressed by the congressional
13 legislation, but I doubt it. And I believe those
14 impacts on the corridor itself are really important to
15 think about as you're fragmenting this landscape that's
16 in the Refuge.

17 I also would like to address quickly that
18 cumulative impacts to the Brant from proposed offshore
19 leasing in the Bristol Bay, North Aleutians Basin,
20 proposed lease sales, state leasing on lands, the
21 potential for other impacts that could affect the
22 quality of the habitat in the area. As far as -- I

1 have been to Cold Bay, I know it's remote. A lot of
2 Alaska is remote. Most villages aren't connected by
3 roads, they do have airports.

4 I recognize there's an issue related to health and
5 safety. But as an Alaskan, I know that we don't have
6 doctors that we need, we don't have the health care
7 professional we need anywhere in the state. And I
8 believe we need to address that issue, that's a bigger
9 issue than this one local community. And so I do
10 appreciate that we need better medical care through the
11 Indian Health Service, through all of our health care,
12 and I hope that together, Alaskans can work on that.
13 So, I thank you for this opportunity to comment.

14 MS. CLOUGH: Thank you. Our next speaker is
15 Desiree Sorenson-Groves, of the National Wildlife
16 Refuge Association.

17 MS. SORENSON-GROVES: Good afternoon. Thanks so
18 much for allowing me to submit these comments. And can
19 I just say, isn't it great that we live in a country
20 where we can do this, and we can agree to disagree on
21 issues, but we at least can talk to the decision makers
22 and get this forward.

1 So I am Desiree Sorenson-Groves. I'm with the
2 National Wildlife Refuge Association. I'm the Vice-
3 President for Government Affairs, and I am submitting
4 these comments on behalf of our 40,000 members, as well
5 as 192 affiliate friends organizations that work on all
6 national wildlife refuges throughout the system.

7 We appreciate that the Fish and Wildlife Service
8 is forced to complete a new EIS following the
9 legislation passed by Congress to evaluate the impacts
10 of a road through the biological heart of the Izembek
11 Refuge. However, we would first point out that this
12 process itself is a waste of taxpayer dollars and
13 valuable refuge system resources when the previous EIS
14 was completed in 2003 found that a road would be
15 devastating to the Refuge. Now while the 2003 EIS
16 evaluated the road as a no-option alternative when
17 determining which transportation tool would be the best
18 to enable medical evacuations, the science presented
19 just a few short years ago show the impacts from a road
20 would be devastating.

21 This is a solution in search of a problem. In
22 1998, King Cove residents argued they lacked the

1 adequate access to medical and airport facilities, and
2 in response they got 37 and a half million dollars for
3 medical and airport improvements, and a state-of-the-
4 art Hovercraft. We know that there've been at least 35
5 successful medivacs from King Cove to Cold Bay. In
6 fact, Aleutians East Borough's officials agree, stating
7 that the Hovercraft is, quote/unquote, "a life-saving
8 machine and is doing what it is supposed to do".

9 Congress already solved this problem, and further
10 debate of this boondoggle, including this EIS, is a
11 waste of time and taxpayer dollars at a time when our
12 national resources are stretched too far as it is.
13 Devastating impacts to wildlife, the construction of a
14 road through this narrow isthmus would have devastating
15 impacts to more than a half million Pacific Brant,
16 Emperor Geese, swans, other wildlife, resulting in
17 fragmentation disturbance, pollution, you guys have
18 heard it all.

19 We believe this new EIS must address the impacts
20 from the proposed road including road construction,
21 sediment runoff, address the watershed impacts
22 pollution, road avoidance, habitat fragmentation. It

1 must also address the current and projected impacts to
2 the region from climate change, and the impacts that
3 will be magnified by the development of road. The
4 species that utilize the Izembek Refuge are already
5 coping with the impacts from climate change, and the
6 service must analyze how this other stressor, the road,
7 will impact these wildlife already under siege.

8 With over 98 percent of the Pacific Black Brant
9 population, as well as Stellar's Eiders, Tundra Swans
10 dependent on the Refuge, specifically the eelgrass
11 beds, which Brant gorge on before their non-stop
12 journey to Mexico, the service must thoroughly analyze
13 the impact to the eelgrass beds themselves.

14 As the Fish and Wildlife Service creates this EIS,
15 they should evaluate the impact to refuges nationwide
16 by de-designation of a wilderness for a land exchange.
17 The road would be the first ever to bisect a
18 congressionally designated wilderness, whereby
19 definition, human's leave no mark, and is the highest
20 level of protection that can be bestowed by the United
21 States, and indeed, the world. The precedent opens the
22 door for other wildernesses to be destroyed, not only

1 our national wildlife refuges but other federal lands,
2 national parks, forests, all throughout the system.

3 Further, the principles established in the
4 National Wildlife Refuge Improvement Act of 1997 would
5 be reversed. This road would cost American taxpayers
6 additional millions of dollars for building and
7 maintenance costs, on top of the already appropriated
8 37 and a half million dollars. Cost estimates say that
9 the additional 9 miles would be at least another 30
10 million dollars. This is a solution in search of a
11 problem.

12 The people of King Cove have a fast, reliable
13 Hovercraft for medical evacuations, bringing people
14 from King Cove to Cold Bay in 20 minutes. A road would
15 take more than two hours in good conditions. The
16 wildlife values of the Izembek National Wildlife Refuge
17 are globally significant and should not be compromised,
18 and no more American taxpayer dollars should be spent
19 on this boondoggle proposal. Thank you.

20 MS. CLOUGH: Are there any other people signed up
21 to speak? Is there anyone else who would like to
22 speak, whether you signed up or not? Okay, I know

1 Nicole would like to. Why don't we take like a 10-
2 minute break and then we'll come back and kind of do an
3 open mike format and continue. That way people need to
4 stretch their legs and enjoy the sun.

5 (Hearing recessed.)

6 (Hearing resumed.)

7 MR. CAMPBELL: Thank you. My name is McKie
8 Campbell. I am the staff director for the Senate
9 Energy and Natural Resources Committee, Senator Lisa
10 Murkowski, ranking member. I am here to testify on her
11 behalf. I also bring to this testimony some degree of
12 knowledge of NEPA and land trades.

13 For over a decade in Alaska I ran my own business
14 where the main thing we did was project management of
15 large scale EISs. One of those I served as a project
16 manager for the draft EIS on the King Cove road --
17 Hovercraft issue. I have had the opportunity to spend
18 quite a bit of time in Cold Bay, in Izembek, and walked
19 to the proposed road numerous times and spent a lot of
20 time out there in various seasons. I also, in my past
21 life, have served as the Commissioner of the Alaska
22 Department of Fish and Game, and bring some knowledge

1 of fish and game values in the area. I was involved
2 here in the Senate in the passage of Senate 111-11,
3 which authorizes this land trade subject to the
4 secretary's find of public purpose, and the
5 environmental impact statement.

6 I am here to simply just tell you very simply that
7 we strongly believe this is in the public purpose.
8 Senator Murkowski advanced this legislation. We think
9 that King Cove road is something that is long overdue.
10 That the potential benefits to the environment, to
11 fish, to wildlife, the land trade, of placing the very
12 large acreage in refuge status far exceed the potential
13 negative effects from authorizing the trade and the
14 road corridor.

15 We also think this is an issue of social justice
16 that is long overdue to the people of King Cove. The
17 point you sometimes here is that, well, there are other
18 communities around that have much worse access in
19 Alaska. That's true, but I would tell you there is no
20 community in the lower 48 states that would every put
21 up with the situation of being cut off totally when a
22 major airport was just a short distance away.

1 I will present much longer and more detailed
2 comments for the record, but I don't think I am going
3 to use even a portion of six minutes. But just
4 emphasize strongly that in several decades of
5 involvement in this, we come to this decision and what
6 I am urging you, from considered opinion both on the
7 effects of all the people of the region on the fish and
8 on the wildlife. Thank you very much.

9 MS. CLOUGH: Thank you, sir. Was there anyone
10 else who has not spoken previously that wanted to
11 speak? On hearing, or seeing no hands, I know both
12 Nicole Whittington-Evans and David Raskin wanted to
13 make additional comments. So David, I'll call on you
14 first, if that's okay.

15 UNIDENTIFIED: Age before beauty.

16 MS. CLOUGH: I'm not touching that one.

17 MR. RASKIN: Thank you very much. There are a few
18 things that I would like to mention that perhaps have
19 not been addressed as thoroughly as they should be.
20 First I want to say, I have visited King Cove. I've
21 inspected the whole road corridor. I've walked on the
22 isthmus. I know that area, and I've even removed

1 invasive species on that Refuge, which are impacting
2 the Refuge.

3 Climate change. When we talk about climate change,
4 we need to talk in the EIS, not just about climate
5 change on Izembek, but climate change in the entire
6 region, because everything that happens on all the
7 other refuges and all the other public and private
8 lands that support these bird populations that migrate
9 through there and depend upon those, needs to be
10 addressed because it isn't just Izembek. Izembek is a
11 gathering place for so many, but they utilize all these
12 other areas, so every time you have an impact in any of
13 those areas, it's going to affect Izembek and vice-
14 versa, and this proposed road and its impacts need to
15 be considered in light of the broader region.

16 The same is true for the cumulative impacts of
17 this on other parts of that area. There was little
18 said about subsistence here, but the Association of
19 Village Council Presidents, which I think numbers 56 or
20 57 villages in western Alaska, has opposed in the past
21 this land exchange because it will impact their
22 subsistence, hunting. The geese and other waterfowl

1 that they hunt will depend upon Izembek and we need to
2 consider, then those impacts.

3 We also need to consider the impacts of other
4 kinds of development. There are many refuges and
5 refuge areas that are likely to be impacted by
6 potential oil development and other kinds of
7 development, and again, this needs to be looked at on a
8 region-wide basis in terms of all those important areas
9 for birds and wildlife and subsistence. And so this
10 EIA should address a broader area, looking at all of
11 the resources, impacts, and potential uses by the same
12 birds that use Izembek, the same animals that migrate
13 through Izembek. And so we need a much broader view in
14 terms of those cumulative and wider-range impacts.
15 Thank you.

16 MS. CLOUGH: Thank you. Nicole.

17 MS. WHITTINGTON-EVANS: This will just be a short
18 summary of some of the issues we feel are important for
19 the EIS to cover when you are all analyzing the
20 proposed land exchange and road project. We will be
21 submitting much more detailed comments later, and I do
22 have a packet of information for you here that will

1 also help further outline some of these issues that we
2 would like to see covered.

3 First is we need to make sure that impacts
4 from the proposed road, including road construction,
5 sediment runoff and watershed impacts, generally
6 pollution, road avoidance and habitat fragmentation to
7 wetlands, eelgrass and wildlife species, that these
8 types of things are thoroughly addressed in the EIS.
9 The current and projected impacts to the region from
10 climate change, and how these impacts will be
11 confounded by the development of a road, threats to
12 eelgrass beds in general from the road and from climate
13 change, impairment to threatened and endangered
14 terrestrial and marine species as a result of this
15 proposal, cumulative impacts including proposed oil and
16 gas development in and around the lands and waters of
17 the Izembek Refuge and lagoon, a cost-benefit analysis
18 of the road that considers the funds already spent to
19 improve transportation in the region from the King
20 Cove Health and Safety Act, and includes a comparison
21 analysis of the current transportation system, the
22 Hovercraft.

1 This cost-benefit analysis is essential for
2 determining whether or not the proposed Izembek project
3 generates net public benefits and is therefore in the
4 public interest. The cost-benefit analysis should be
5 comprehensive, and include all federal monies already
6 spent on this project, as well as addressing all market
7 and non-market effects, including negative
8 externalities of road construction, and benefits
9 associated with road access.

10 Ecosystem services is another thing that
11 should be addressed. Ecosystem services are a special
12 class of non-market effects. They should be addressed
13 in terms of their direct ecological contributions and
14 their economic contribution to the no-action
15 alternative, and in terms of the economic costs
16 associated with their degradation.

17 A compatibility determination should also be
18 undertaken, and impacts to subsistence resources.
19 Thank you very much for this opportunity to comment,
20 and for allowing me additional time. We feel strongly
21 that a thorough analysis of the proposed road project
22 and land exchange will show that this road is not in

1 the public's best interest.

2 MS. CLOUGH: Thank you. Is there anyone else that
3 cares to speak? If not, we will remain around until
4 four o'clock because that's how long the meeting was
5 advertised, in case people come in late. If you would
6 care to chat individually with anyone, those of you who
7 are not familiar. Stanley Mack, go ahead.

8 MR. MACK: I have just a moment to respond to some
9 of the comments that were made earlier, and one has to
10 do with the road runoff and the impact on the Izembek
11 eelgrass beds. One of the major concerns that I have
12 is the protection of those eelgrass beds. I've lived
13 off those lands all my life and I will not jeopardize
14 anything that would impact the eelgrass beds. There
15 are roads going directly to those eelgrass beds as we
16 speak, and maintained by the Fish and Wildlife Service.
17 So it isn't something that's new. This road will be
18 two miles in each direction of both the Izembek and the
19 Kinzarof Lagoon. I just want to bring that to your
20 attention.

21 And yes, we have a Hovercraft that was given
22 to us by the Federal Government, purchased by the

1 Federal Government, but it's again so costly to operate
2 that we are going to have to evaluate that very
3 seriously at this point in time. It's saved lives, but
4 there's been times when the ones that we didn't save
5 are not documented, and this road will save lives and
6 afford an access that is so dearly needed for many,
7 many years.

8 All my life I wanted to have this road to connect
9 this community, King Cove, to Cold Bay. If I could
10 just show you a picture of the cemetery in King Cove,
11 those are the ones that didn't make it, not because of
12 their age, but because of the access ability to that
13 runway. Thank you.

14 MS. CLOUGH: Thank you. Anyone else? Well I thank
15 you all very much for coming and for your comments, and
16 we will certainly use them in our process. And again,
17 we encourage you to comment additionally in writing,
18 through our website, email or whatever method works for
19 you. Thank you again.

20 (Hearing adjourned.)

21

22

1 CERTIFICATE OF NOTARY PUBLIC

2

3 I, Natasha Kornilova, the office before whom the
4 foregoing meeting was taken, do hereby certify that the
5 following was taken by me by audio recording and
6 thereafter reduced to typewriting under my direction;
7 that said transcript is a true record of the recording
8 taken by me; that I am neither counsel for, related to,
9 nor employed by any of the parties to the action in
10 which this meeting was taken; and, further, that I am
11 not a relative or employee of any counsel or attorney
12 employed by the parties hereto, nor financially or
13 otherwise interested in the outcome of this action.

14

15

16

Natasha Kornilova

17

Notary Public in and for the

18

District of Columbia

19

20 My commission expires:

21 April 14, 2012

22