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

Taken May 9, 2012  
Commencing at 7:00 p.m.  
Volume I - Pages 1 - 25, inclusive

Taken telephonically in King Cove  
for the communities of  
False Pass and Nelson Lagoon

Reported by: Valerie Martinez, RPR

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Page 2

1                                   A-P-P-E-A-R-A-N-C-E-S  
2 For U.S. Fish and Wildlife Service:  
3                   Helen Clough (telephonic)  
4                   Stephanie Brady (telephonic)  
5  
6 For URS Corporation:  
7                   Joan Kluwe (telephonic)  
8                   Taylor Brelsford (telephonic)  
9  
10 Taken by:  
11                   Valerie Martinez, RPR (telephonic)  
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  
20  
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1                                   P-R-O-C-E-E-D-I-N-G-S  
2           **HELEN CLOUGH:** Hello. Has other people joined  
3 us?  
4           **TOM HOBLET:** False Pass is here.  
5           **HELEN CLOUGH:** Good evening. Thank you very  
6 much. I'm very sorry that -- this is Helen Clough from  
7 Fish and Wildlife -- that we could not get there in  
8 person. So we really appreciate you joining us by  
9 phone.  
10           So far on the line, I have Samantha Carroll  
11 from the State of Alaska listening in; Taylor Brelsford  
12 from URS Corporation, our contractor, listening in from  
13 Anchorage; Stephanie Brady, our project leader from  
14 California.  
15           And then here in -- we're actually in King  
16 Cove. I have borough mayor Stanley Mack; King Cove city  
17 manager Gary Hennigh; our project leader from URS  
18 Corporation, Joan Kluwe; and our court reporter, Valerie  
19 Martinez, who will be taking down all the comments  
20 provided.  
21           And would you like to introduce the people  
22 that we have in False Pass?  
23           **TOM HOBLET:** Yes. Actually, they're just --  
24 they're migrating this way. We had a potluck planned  
25 for you guys this evening, so we had to go and eat that.

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1           **HELEN CLOUGH:** Well, good.  
2           **TOM HOBLET:** But we have Terry Murphy here;  
3 Ken Parker, our VPSO; Chris Emrich, our city clerk; and  
4 myself so far.  
5           **HELEN CLOUGH:** Great. Thank you very much.  
6           Do we have anybody from Nelson Lagoon on the  
7 line yet?  
8           **UNIDENTIFIED SPEAKER:** Yeah, we've been on  
9 here.  
10           **HELEN CLOUGH:** Oh, great. Would you like to  
11 introduce the people that are there as well?  
12           **UNIDENTIFIED SPEAKER:** Yeah. There's Mark  
13 McNeley, myself, and Samantha McNeley.  
14           **HELEN CLOUGH:** Great. Thank you very much for  
15 joining us. And, again, I am truly sorry that we could  
16 not get to the other communities this afternoon. But  
17 you live here and you know what the weather can be like.  
18 And as you probably know, the government has a lot of  
19 rules about flying.  
20           So what I'd like to do this evening, if  
21 everybody is ready, is briefly describe our  
22 environmental impact statement and where we are in the  
23 process, tell you just a little bit, and then if there  
24 are any general questions, I will answer. And then what  
25 we'd like to do is hear from you.

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1           And as individuals choose to speak -- I know  
2 on the phone it will be a little difficult to recognize  
3 people, but if you could just state your name before you  
4 speak so that our court reporter can make sure we get  
5 your comments.  
6           So, again, I'm Helen Clough, and I'm the head  
7 of planning for Fish and Wildlife Service in Alaska.  
8 Stephanie Brady is also on the line with me, and we are  
9 in charge of the technical side of preparing the  
10 environmental impact statement, which is a draft  
11 currently out for public review.  
12           I hope most people in the mail got a copy of  
13 the summary, the blue book, and then there was also a  
14 compact disc sent out, which has the full document,  
15 which, if you were to print it out, is about 1100 pages.  
16 Everything can be found on our web site. If you need  
17 the web address -- the comment period actually ends next  
18 Friday. And of course people can make comments verbally  
19 tonight, they can be e-mailed to us, or they can be  
20 mailed or faxed. And if you mail them, it's the  
21 postmark date of next Friday. We certainly understand  
22 how mail works everywhere, and especially in Alaska,  
23 sometimes it will take a while to get to us and we  
24 understand that.  
25           So we had had a PowerPoint presentation, and

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1 I'm not about to read you the whole thing without the  
2 slides, but I just want to tell you a little bit about  
3 the project to put things in context.  
4 And so Congress passed, in 2009, a law. And  
5 part of that called for us to evaluate this land  
6 exchange that involves the King Cove Corporation, the  
7 State of Alaska, and the Fish and Wildlife Service. And  
8 the purpose of the land exchange, if it is approved by  
9 the Secretary of the Interior, would be for a  
10 construction of a road between King Cove and Cold Bay,  
11 primarily for health and safety access and primarily for  
12 noncommercial purposes. It would allow the  
13 transportation of people, but not like fish or other  
14 commercial commerce.  
15 The land exchange itself would involve a  
16 little over 200 acres of land for a road corridor within  
17 the Izembek Refuge and wilderness from the Fish and  
18 Wildlife Service, that would go to the State. The State  
19 would also acquire about 1600 acres on Sitkinak Island,  
20 again from Fish and Wildlife Service. In exchange for  
21 that land, the State would give the refuge almost --  
22 well, a little over 43,000 acres of land on the Alaska  
23 Peninsula near the refuge and within the boundary of the  
24 Alaska Peninsula Refuge. And those lands, if they come  
25 to the refuge, would also be designated wilderness.

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1 The King Cove Corporation would give up over  
2 13,000 acres of their land near Mortensens Lagoon and  
3 Kinzarof Lagoon, and those would come to the Fish and  
4 Wildlife Service. King Cove would also give up a  
5 selection of over 5,000 acres within Izembek Refuge and  
6 wilderness and select lands outside the refuge for that  
7 5,000 acres.  
8 And so that's the basic thing that we are  
9 evaluating in this environmental impact statement. King  
10 Cove Corporation, the City of King Cove, the Aleutians  
11 East Borough, the Corps of Engineers, the State of  
12 Alaska, the Federal Highway Administration, are all  
13 cooperators on this environmental impact statement with  
14 Fish and Wildlife Service. But in the end, the decision  
15 on the environmental impact statement belongs with the  
16 Fish and Wildlife Service. And Jeff Haskett, our  
17 regional director, will be the person making that  
18 decision. The final decision on the project will be  
19 made by the Secretary of the Interior, who currently is  
20 Ken Salazar.  
21 So some other things that we have to look at  
22 as we look at this land exchange and the road that were  
23 also in the law, we have to look at having, they said, a  
24 cable barrier or some kind of barrier alongside the road  
25 to keep vehicles on the road. We need to design the

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1 road corridor to minimize the impact on the refuge and  
2 its resources. We would need to have what they call a  
3 mitigation plan, which is a plan for avoiding and  
4 minimizing or compensating for impacts, especially to  
5 wildlife, wetlands. We are required to identify  
6 transferring the minimum amount of federal land that  
7 would be required for a road; to use existing roads as  
8 much as we can.  
9 Just a real brief background on Izembek  
10 Refuge. I'm sure most of you know this. It was  
11 originally established as Izembek National Wildlife  
12 Range in 1960. Congress renamed it the Izembek National  
13 Wildlife Refuge in 1980 when ANILCA passed, and at that  
14 time they designated most of the refuge as wilderness.  
15 Of course the refuge was created to protect  
16 wildlife, including bears, caribou, and many migratory  
17 birds, especially brant. Over 98 percent of the world's  
18 population of brant come to Izembek Lagoon every fall.  
19 And the international importance -- not just national,  
20 but the international importance of the refuge has been  
21 recognized in a number of special designations.  
22 When we began this process, we came out and  
23 conducted scoping meetings in local communities, and we  
24 had better luck that time at actually getting to Nelson  
25 Lagoon and False Pass. And of course the residents of

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1 King Cove have been advocating for a road link between  
2 the two communities here for over 25 years, primarily  
3 for health safety, to get people out in times of medical  
4 emergency, and also as a quality of life issue, having  
5 more affordable and reliable transportation to the  
6 airport at Cold Bay.  
7 As we began scoping for this environmental  
8 impact statement, a number of issues were identified:  
9 Providing for the health and safety for the local  
10 community; a concern over the cost of the -- you know,  
11 at that time the hovercraft was proposed to be in  
12 operation and the cost that had been experienced running  
13 it; concern that if a road was built, impacts to soils,  
14 wetlands, wildlife. And for many, because this would be  
15 a road going through what is a designated wilderness  
16 area, we've also heard -- especially from some of the  
17 environmental groups -- a great concern about impacts to  
18 wilderness.  
19 The environmental impact statement looks at  
20 five different alternatives. By law we're required to  
21 consider a no-action alternative. And what that means  
22 is continuing the current situation, which of course has  
23 been quite fluid. At the time we started working on  
24 this environmental impact statement, the borough had  
25 planned to resume three-day-a-week seasonal hovercraft

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1 operation. And right before we thought we were going to  
2 put the draft document out, the borough notified us that  
3 they had decided they were not going to be able to do  
4 that and would in fact not operate the hovercraft  
5 between King Cove and Cold Bay anymore.  
6 And their current plan, if the Secretary of  
7 the Interior does not improve the road, would be to try  
8 and acquire -- and this is just a conceptual plan at  
9 this time, but acquire some kind of a smaller ferry --  
10 landing-craft-style ferry, perhaps that could use the  
11 facilities that were originally constructed for the  
12 hovercraft.  
13 We are looking at two different road  
14 alternatives. One would run closer to Kinzarof Lagoon  
15 and the other one kind of runs across the middle of the  
16 isthmus area of the refuge.  
17 We also have two other alternatives. One  
18 would be one with hovercraft running between the  
19 communities six days a week, and that was actually the  
20 alternative selected when the Corps of Engineers did the  
21 original King Cove access project EIS back in 2003. And  
22 then we're also evaluating an alternative that would  
23 have a ferry. And that also came from that original  
24 environmental impact statement that was done by the  
25 Corps.

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1 So there's five alternatives we're  
2 considering. I'll talk just for a minute about the two  
3 road alternatives. They're fairly similar, though one  
4 alternative has about -- the more northern road  
5 alternative has about two more miles of road, 19 and a  
6 half miles versus 21 and a half miles. The longer road  
7 actually goes through a little less wetlands. And  
8 because of the terrain, it would actually disturb a  
9 little less acres of land. The construction cost  
10 differences -- estimates between these two roads are  
11 about \$2 million. The southern road would cost about  
12 \$21 million and the northern road \$23 million to build.  
13 Where we are in the EIS process right now, of  
14 course, we're doing these public meetings. As I said a  
15 few minutes ago, the comment period ends next Friday.  
16 People can comment, as I mentioned -- you know, you can  
17 speak tonight, if you're comfortable doing that, and we  
18 will take -- you know, we have a court reporter taking  
19 everything down that's said and we will consider all  
20 those comments.  
21 You can also submit comments by e-mail, and  
22 you can also submit comments in writing, you know,  
23 regular, old-fashioned mail, or we could also accept a  
24 fax, if that works for people.  
25 After the public comment period closes, our

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1 contractor, URS Corporation, will take all the comments  
2 we've received in writing and from the public meetings  
3 and prepare a report summarizing those comments. And  
4 then the full team of people that have been working on  
5 them, we have to prepare responses to all the  
6 substantive comments. And that's where somebody points  
7 out that they don't agree with our analysis.  
8 We know the King Cove group will be submitting  
9 comments from a consultant taking exception to some of  
10 the analysis we've prepared on impacts on birds, so  
11 we'll be looking at that and saying, oh, yes, you're  
12 right or, no, we don't agree with you for these reasons.  
13 I know last night we were asked a number of questions  
14 about where some of the road maintenance costs came, so  
15 we'll definitely be taking another look at those and  
16 maybe providing additional explanation of where -- what  
17 those figures are. Or if they're not correct, we'll be  
18 correcting them.  
19 So those are the kind of comments that in the  
20 final EIS we would be providing responses to. Other  
21 comments, like people say, I like alternative two more  
22 than alternative three, we'll summarize those and kind  
23 of make a list, you know, not of the people, but the  
24 numbers -- relative numbers. But, you know, just to  
25 help the decision-makers hear what people said. So if

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1 it's an opinion, we don't have so respond to it, but we  
2 certainly consider it.  
3 A final EIS, which is by regulation supposed  
4 to have a preferred alternative, will come out probably  
5 in late October, followed by the Fish and Wildlife  
6 Service decision. It's the first of two decisions. And  
7 you can think of our decision as -- would be the Fish  
8 and Wildlife Service's recommendation to the Secretary  
9 of the Interior. And that will happen probably towards  
10 the latter part of December. Probably right around  
11 Christmas.  
12 And after that -- and I really don't know how  
13 soon. I assume it will be fairly soon. But whether  
14 it's a week or a month, I do not know -- the Secretary  
15 of the Interior will make the final decision. And he  
16 will either find that the road is in the public interest  
17 and -- and I assume if we recommended one road corridor  
18 over the other, he'd probably go along with that, but I  
19 honestly don't know.  
20 And he will consider our recommendations, the  
21 Fish and Wildlife Service. He'll also consider his  
22 responsibilities as Secretary of the Interior for tribal  
23 trust and basically anything else, I think, he wants to  
24 consider that would be -- you know, what is the greater  
25 public interest in -- you know, and he has to find that

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1 the road is in the public interest to approve the land  
2 exchange. And so he will be the final decision-maker.  
3 And I think that will probably, again, happen  
4 in late December, but I am not sure, because this is  
5 something that was, again, required in the law and it's  
6 not anything we typically do. Normally, if we do an  
7 environmental impact statement, we are the  
8 decision-maker. And in this case, our decision is only  
9 a recommendation.

10 So with that -- and I appreciate you listening  
11 to me talk without any visuals to look at -- I will open  
12 it up and ask if there are any questions. And if -- you  
13 know, I'll try and answer your questions. And I have  
14 Joan here and Stephanie can join me, if we can answer  
15 the questions. And then we would like to move in and  
16 hear what people's thoughts are on the project.

17 And, please, when you speak, let us know your  
18 name so the court reporter can get your name as well.  
19 And I really thank you for your attention.

20 So are there any questions?  
21 Are there people who would like to comment on  
22 the project, since I'm hearing no questions?

23 **TOM HOBLET:** This is Tom. I live in False  
24 Pass. What's the concerns from the Fish and Wildlife  
25 Service? I know you say migratory birds and all that,

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1 but you don't know the impact of the road to the -- you  
2 know, to the bird population through Izembek National  
3 Wildlife Refuge?

4 **HELEN CLOUGH:** We -- the analysis suggests  
5 that through time -- and how I characterize the impacts  
6 on birds and other wildlife, is we see them emanating  
7 off the road, kind of radiating out from it. The road  
8 itself would have fairly limited impacts, but it's use  
9 occurring off the road -- you know, we know there's some  
10 potential for off-road vehicle use and people expanding  
11 into areas and people having access to areas more easily  
12 than they've had in the past.

13 And so, you know, our best analysis -- I am --  
14 personally, I'm not a biologist, but the biologists  
15 participating in the analysis, which included several  
16 people that work for Fish and Wildlife, was that, you  
17 know, it could have some adverse effects, especially on  
18 brant, on Emperor geese, on tundra swans, were some of  
19 the bird species we were most concerned about, and of  
20 course migratory birds. And many of the tundra swans  
21 around here don't migrate, which is a pretty unique  
22 situation. They're here all year. So those are some of  
23 the species we're most concerned about.

24 In terms of caribou, we recognize that we  
25 really don't know. In some parts of the country --

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1 State, caribou don't like to cross roads. And other  
2 places, they do. And we know that they certainly have  
3 crossed the existing roads in this area, so we  
4 acknowledge that we're not sure what the impacts to  
5 caribou would be. Some species, like bears, right along  
6 the road, there could be some potentials for impacts.  
7 We don't think they would occur across a broad area.  
8 So that's my very quick summary. I hope that  
9 answers your question a little bit.

10 **TOM HOBLET:** I guess it does somewhat, but, I  
11 mean, I know -- it seems like the last drawing I saw,  
12 that road was drawn mostly by the edge of the lagoon, so  
13 where would that caribou be crossing that road? I can't  
14 see that, I guess.

15 **HELEN CLOUGH:** Well, there's two corridors.  
16 And the more northern corridor kind of runs across the  
17 middle of the isthmus. And I think we anticipate that  
18 that one would be more in the area used by caribou,  
19 though. I think the -- none of the roads would be right  
20 along the edge of the lagoon, so caribou could cross  
21 both -- you know, either one if it were built.

22 **TOM HOBLET:** Okay. What's -- okay. Who's in  
23 opposition to this? Which groups are in opposition to  
24 this? Can they speak to their opposition of the road?

25 **HELEN CLOUGH:** I don't know that there's any

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1 representatives of those groups present, but just -- the  
2 main opposition that we've heard and that we heard in  
3 the Anchorage meeting was from some of the environmental  
4 groups. The Wilderness Society is very concerned, I  
5 think, partially because of the precedent. There have  
6 been other lands taken out of wilderness for various  
7 reasons, but this is kind of going through the middle of  
8 an area versus it's usually a little piece carved off on  
9 the side.

10 So the Wilderness Society has been one  
11 organization, the Defenders of Wildlife. I think groups  
12 that have offices within Alaska, and we certainly heard  
13 from people that are in Alaska that have concerns. But  
14 many of -- you know, right now I think the most comments  
15 we're getting -- and of course most people don't comment  
16 until right at the end of the comment period, but are  
17 coming from some letter-writing campaigns organized. I  
18 believe -- I'm looking at Joan -- the Sierra Club is one  
19 of them.

20 **JOAN KLUWE:** Alaska -- the Wilderness Society.  
21 There's also Alaska Wilderness League, Center for  
22 Biological Diversity. There's a number of environmental  
23 organizations --

24 **GARY HENNIGH:** Audubon.  
25 **HELEN CLOUGH:** Audubon.

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1       **JOAN KLUWE:** A number of environmental  
2 organizations are interested in the project.  
3       **HELEN CLOUGH:** And I mean -- so those are the  
4 ones we've heard so far, but we have not completed  
5 analysis and the comment period is still open, so we  
6 will hear from others, you know, both supporting and  
7 opposing, I assume. At the Anchorage public meeting,  
8 about half the people spoke in favor of the project and  
9 about half the people spoke in opposition.  
10       **TOM HOBLET:** Okay. But, I guess, I don't  
11 know, you know, people -- probably the people that are  
12 in opposition to this road don't even live in the area.  
13 And you guys -- it looks like you got firsthand  
14 information about how our weather could be out here in  
15 the middle of May, and you think about that in the  
16 middle of March or -- February or March when there's  
17 people trying to get out of a community, sick people.  
18       **HELEN CLOUGH:** Thank you.  
19       Further comments or questions?  
20       **TERRY MURPHY:** My name is Terri Murphy. I  
21 used to work in medical in King Cove. I've done  
22 numerous medevacs. I've worked in Cold Bay. You guys  
23 have miles and miles and miles of road all over the  
24 creation over there. What difference is this one  
25 20-mile stretch of road going to make?

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1       **HELEN CLOUGH:** Thank you. Anything else to  
2 add to that? I mean, I'm not in a real position to  
3 answer. I take that as a comment strongly in support of  
4 the road.  
5       **TERRY MURPHY:** Yeah, absolutely.  
6       **HELEN CLOUGH:** Yeah.  
7       **TERRY MURPHY:** It's just been going on forever  
8 and, you know, I -- I'm just -- you know, I think they  
9 need the road.  
10       **HELEN CLOUGH:** Thank you.  
11       **TOM HOBLET:** All the things that we need to --  
12 you know, put human life ahead of some bird life, that's  
13 for sure. I'm married out of King Cove, my wife is from  
14 King Cove, and she has family there. And I have a lot  
15 of family and friends there, so, you know, we're in  
16 favor of the road.  
17       **HELEN CLOUGH:** Could we get your name please?  
18       **TOM HOBLET:** My name is Tom Hoblet.  
19       **HELEN CLOUGH:** Okay. Are there other people  
20 that would like to speak or ask questions?  
21       **MARK MCNELEY:** Yeah. This is Mark McNeley,  
22 Nelson Lagoon. Not too many people showed up here, but  
23 one thing for sure is that everybody here agrees with  
24 Terry and Tom and pretty much everybody else in the  
25 area. We all have family in King Cove and friends. And

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1 about the only time you really ever hear about anything  
2 that's -- when it comes to attention is when there's a  
3 medevac and then, you know, it's a matter of life and  
4 death. And then -- but, you know, unless something like  
5 that happens, nobody cares.  
6       I mean, like Tom said, you're putting, you  
7 know, the people's health and whatnot over a bird  
8 population and whatnot. But just for the record, that  
9 Nelson Lagoon is for the road.  
10       **HELEN CLOUGH:** Thank you very much. We  
11 appreciate your comments.  
12       **THE REPORTER:** Can you ask Tom to spell his  
13 last name?  
14       **HELEN CLOUGH:** Tom, could you spell your last  
15 name for our court reporter? She asked me to ask you  
16 that.  
17       **TOM HOBLET:** H-o-b-l-e-t.  
18       **HELEN CLOUGH:** Thank you very much. In fact,  
19 Mayor Mack just spelled it for us, too, so thank you  
20 very much.  
21       Other comments or questions? It's fine if  
22 people don't want to speak. I know it's awkward to have  
23 to talk in a phone. I sure wish we would have been able  
24 to -- and, False Pass, I especially thank everyone there  
25 for having -- and I hope you enjoyed the potluck. We

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1 missed it. And I hope we'll be able to get there again,  
2 if not on this project, for something -- I don't think  
3 we'll have more meetings for this project, but for  
4 something else. And I really --  
5       **TOM HOBLET:** Okay. Yeah. There's 11 of us  
6 here -- 13 of us here in the room right now and we're  
7 all in favor of this project. So that's where that is  
8 from False Pass.  
9       **HELEN CLOUGH:** Thank you very much. We  
10 appreciate hearing that.  
11       So are there other --  
12       **JOAN KLUWE:** Names?  
13       **HELEN CLOUGH:** Would you mind providing your  
14 names, the names of the people that are there, and that  
15 way we can have those on the record? If that would be  
16 okay with you guys, that would be very helpful to us.  
17       **RUTH HOBLET:** You have Terry Murphy and Tom  
18 Hoblet. You have Billy Shellikoff, my name is Ruth  
19 Hoblet, Travis Hoblet, Chris Emrich, Chris Yatchmenoff,  
20 Nicole Hoblet, Carmen Newman, Carleen Hoblet, Ken  
21 Parker, Melanie Hoblet, Hazel Yatchmenoff, and Ellie  
22 Hoblet.  
23       **HELEN CLOUGH:** Thank you very much. I  
24 appreciate that. And we have our resident expert here  
25 that will give us the spellings of the names. That's

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1 Mayor Stanley Mack, who is grinning at me.  
 2 I really appreciate you all turning out and  
 3 sharing your opinions. It's very helpful for us.  
 4 And then did we have all the names from Nelson  
 5 Lagoon? I know we had less people there.  
 6 **SAMANTHA MCNELEY:** Yes. That was all that  
 7 attended.  
 8 **HELEN CLOUGH:** Okay. Does anybody else have  
 9 anything else they'd like to say or ask of us? If not,  
 10 I don't want to keep people out.  
 11 If not, again, I thank you very much for being  
 12 flexible and for participating and for helping us out  
 13 with the project. We really appreciate it and we  
 14 appreciate your time and your interest.  
 15 And, again, I assume everybody -- if you have  
 16 internet access, you can just Google "Izembek EIS" and  
 17 our web site will pop up and then you can find the  
 18 information or you can call the refuge office here in --  
 19 over in Cold Bay or if you have questions or need  
 20 additional information from us.  
 21 So if there's nothing else, we'll let you guys  
 22 have the last word to make sure we haven't missed  
 23 anything and people can go on their other business and  
 24 enjoy their evening. And, again, thank you very much  
 25 for coming out.

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1 **TOM HOBLET:** Okay. Thank you from False Pass.  
 2 I guess we're done.  
 3 **HELEN CLOUGH:** Okay. You're welcome.  
 4 **UNIDENTIFIED SPEAKER:** We've got some  
 5 smart-crossing caribou.  
 6 **HELEN CLOUGH:** I know. I have seen them right  
 7 by the road myself in my last visit to the area. Well,  
 8 actually, almost on the runway in Cold Bay.  
 9 So if there's nothing else, I thank you all  
 10 for your time and attention. And if people want to  
 11 submit written comments, we look forward to receiving  
 12 those as well.  
 13 Anybody here, Mayor Mack or Gary, want to add  
 14 anything?  
 15 **GARY HENNIGH:** Well -- Gary, King Cove.  
 16 Certainly to Tom and the group in False Pass and Mark  
 17 and the group in Nelson Lagoon, your comments are  
 18 heartfelt by the people I work for, for the city. We  
 19 really appreciate the support that you all have had  
 20 right from the start. You all know the issues because  
 21 you live the issues with the folks in King Cove. So we  
 22 truly appreciate your willingness to go on record to  
 23 voice your support.  
 24 So a big thanks to all of you from Mayor Henry  
 25 Mack, who is not able to be with us tonight, but he and

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1 the council -- and Della, who also couldn't be with us  
 2 tonight because she's sick. We barely got her back in  
 3 Cold Bay today in one piece. So she's staying home,  
 4 trying to get better for what we hope is a very big  
 5 turnout tonight -- tomorrow night here in King Cove.  
 6 So thanks, once again, and I will certainly  
 7 share with the people in King Cove the type of support  
 8 that we got from all of our friends and relatives in  
 9 False Pass and Nelson Lagoon.  
 10 **STANLEY MACK:** I share Gary's comments. Thank  
 11 you guys for coming out tonight. I really appreciate  
 12 it.  
 13 **TOM HOBLET:** Okay. Thank you guys. We're  
 14 signing off.  
 15 **HELEN CLOUGH:** Okay. Thank you very much and  
 16 everybody have a good evening.  
 17 (Proceedings adjourned at 7:33 p.m.)  
 18  
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1 **REPORTER'S CERTIFICATE**  
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 3 and for the State of Alaska do hereby certify:  
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 6 were reported stenographically by me and later  
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 9 the proceedings taken at that time; and that I am not a  
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 11 action herein contained.  
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