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(Recorder)**

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Individual Verbal Comments (Tape Recorder)

Mount Vernon Comments from Digital Recorder

Kourad Kurp. Anacortes, Skagit County. Talking about the philosophy about coal exports, which are not addressed on local items here. The coal export reminds me of when we had tentacles which we tried to get away from in America - exporting them to other countries. We think too localized. The same comes to mind, locally there is no global sinking here. Exporting coal in this country will be what we try to get away from – from fuels. This time the export is upwind, I don't know how far it will drift back down to us. The heron is very specialized. Skagit County, environmental concerns and so on will be worse. This is my contribution.

My name is Jim Bucknell. I am here to speak in on position to the proposal. I think it's bad on many levels. I'm very concerned about selling coal to China, where they'll burn it for 50 years with dirty technology. I have two grandkids that are 1 1/2 and 2 1/2 and they stand the prospect of living their entire life under the impacts of this project. I think it's ridiculous. It gives China no incentive to develop clean technology, green technology, wind power - they've got a source of dirty coal for 50 years or however long it lasts. I think globally, it's just an incredibly short-sided idea. I think we're looking at the short term gains to the regions from jobs and very little long term gains to the region. Huge long term costs to the region and globally, I just think its wrong headed and really a poor idea. Again, there's no incentive for China to do anything better. Also, I'm very concerned about traffic congestion and for emergency vehicle access. I'd like the EIS and studies to specifically look at projections on how many people are going to die unnecessarily. How many people are going to suffer more from injuries? How many people's homes are going to burn down because you can't get the necessary fire equipment to the houses or can't get the people to the hospitals? These trains are going to block up access in this county and Skagit County is one of the counties where the trains are going through. We'll get no benefit; it's all impacts to us. There may be a few people here that will work on the terminal or on the construction, but basically these counties are just going to get hammered by the trains going through. I think it's just a very bad idea. I would refer people to a song by songwriter John Prine. It talks about paradise. A county – I think it's Muhlenberg County – but basically it's a guy that wants to see paradise and he's saying, "I'm sorry my son, I can't, you waited too long to ask me. Mr. Peabody's coal train has hauled it away."

My name is Eugene Earnest. When I was much younger I lived on the east coast and we often traveled to Pennsylvania for our holidays. My grandparents lived on the banks of the Susquehanna River. Across the river, which was a very broad & large river, was a large coal railroad yard. The trains, of course in those days, burned coal. The thing that amazed me was on the far side of the river, when you walked across the street and down the bank, the bank was black, the water was black, the water ran with coldness. It was from the yards across the way and from the movement of coal carts up and down the river. I would hate to see that happen to the west coast. I would hate to see it happen to the Skagit Valley, particularly to the Skagit River or any other body of water along the way. There is no way to

move coal in a railroad car that does not produce soot, debris and coal dust. It will infiltrate every area that they will transverse. Bringing it to the west coast, it will be spread around on the west coast as they unload and load it, and then we will send it to China where they can send it back to us as exhaust from their power plants. I am totally opposed to this idea. I don't think in this part of this century it's a wise move to either export or burn coal. So again, I will say that I am totally against this idea of shipping coal.

Sandy Tenneson. My concern for the whole program would be the problems with water from the Columbia Gorge up through the State of Washington, in our Puget Sound area, and out to China - that whole spot. For me, the selfish part would be the noise and vibrations, the shaking - it wakes me up every night. I have to decide is it an earthquake or is it a train. The coal dust and diesel that I am breathing in are from the 5 trains or engines that pull each train. With the 4 that go through right now, the freight trains are getting longer with more engines because of, I'm assuming, track time. I'm concerned about the pollution, not only for my lungs, but the cattle on our farm and for the crops we grow. Is that good to have coal dust and diesel on the grass, on the corn, whatever we grow? I think we'll lose a lot of jobs because of the congestion. I live on a very busy road and they back up for quite awhile to get through the crossing because they have to slow down because of the sharp corner. They say there will be an increase in jobs, I think the decrease in our area plus others along the track will be much larger than the jobs that are up at that plant. It's just the rich getting richer and the rest taking in the shorts again. That's really my concern. People are saying that's a done deal, which is really frustrating to me as a person, as a taxpayer, that there is nothing any of us can do about it.

My name is Andrea Doll. I live at 1319 8th Street, Anacortes, WA. I'm speaking on behalf of Evergreen Islands whose mission is to promote, protect, and defend ecosystems of the salt waters of Skagit County and the environment with particular emphasis on human interaction and impact. I am also a beach watcher and a volunteer at Padilla Bay National Estuarine Research Reserve and a member of the Fidalgo Bay Aquatic Reserve Citizen Committee. The subject is the value of our estuaries. In a magazine article, a man was asked why he so faithfully worked to provide a sustainable habitat in his own little piece of backyard. He answered that it was because his generation did so much harm to the planet. The Department of Natural Resources and the Puget Sound Partnership have invested millions of dollars to create, protect, and to restore aquatic reserves. Such a one as Cherry Point Aquatic Reserve, why protect? Because estuaries are a fragile environment uniquely situated between salt water and fresh. The mudflats, the sun sand flats, the forage fish habitats, the ill grass beds are the very nurseries for our future sea life. They are literally essential to the survival of aquatic life. We are looking at the lingcod, the salmon, the halibut, and our fishing industry. We are looking at the habitat for seals, sea lions, orcas, porpoises, aquatic birds just as the herons, the puffins, and the common murre. The estuary is our common treasure and treasures are guarded and protected. The second thing that the Puget Sound people do is restore. Why restore? Because of the damage already done by human impact, particularly by the increase vessel traffic and we are thinking of adding 900 additional transits a year or 450 more ships. The question is, the final question is, what damage are we willing to do for the sake of short

term jobs? What risks are we willing to take? What treasures do we abandon? And finally what is our responsibility to our own backyard?

My name is Tom Day. My concern is for people that are saying this is going to create jobs. I'd say an actual loss of jobs due to the local congestion caused by the trains. Beyond that, what worries me is giving coal to China. We are going to give more manufacturing to build, which they would be able to send more cheap products back to the United States which would result in another loss of jobs here. That's all I have to say.

I'm Martha Terwilliger. I live in Mount Vernon, WA in Skagit County. I'm very concerned about 50 coal trains going roundtrip through our valley. I'm worried about the orca whales, the impact on the environment, and I understand that the heavy turning of the screws of the oil tankers is interfering with the ability for the orca's to communicate with each other within their pod. These ships that would be carrying coal are 2-3 times larger and our orcas may leave Puget Sound and with the orcas go part of our tourist dollar. I'm also concerned about the traffic impact within my city. We have 4 places where these trains would be holding up traffic, I understand their one mile long in length. Those places are on the old 99 at Blackburn. It's right next to Mount Vernon Auto – Mount Vernon Frame and Axel I should correct. Also, it will be interfering with access to I-5 and Egress, from I-5 on both Kincaid Streets and College Way. College Way also connects highway 9 with the interstate. What's going to happen when we have emergency vehicles that have to get through in a hurry? Fire trucks, police, the EMS vehicles? I understand that the coal they will be shipping to China is called dirty coal and this coal is illegal to burn in the state of Washington. Shipping those dirty coals to China, what's going to happen with that when they burn it there? It's going to come right back on us, carried by the winds and coming from the west. These winds come right over Skagit Valley, causing more acid rain, more lung problems, and Heaven's knows the health problems that the children will suffer from this. We don't want these coal trains going through our city and we don't want these coal trains going through Skagit Valley.

My name is Debbie Clough. I live at 328 N 7th, Mount Vernon, WA. My partner and I, Lyle, own Colony Creek Farm in Blanchard. We are certified organic by the state of Washington. Last summer when the inspector came to visit our farm, he took six samples of produce to send to a lab to be tested for contaminants. They were, of course, contaminant free. One of my concerns is if the number of coal trains is substantially increased, will this affect our healthy produce which we now offer to our customers?

My name Lyle Gerrits. I am part owner of Colony Creek Farm out in Blanchard. I am concerned about the contamination of our organic farm out there. Even more so, I own commercial property on Riverside Drive, directly adjacent to the railroad tracks. We have plenty of trains going by now. As a consequence, very often there are traffic jams and people backed up. As a matter of fact, several years ago, one vehicle was cut completely in two. I have my own business; I see no reason to have coal trains. Where is the advantage? Where is the incentive? All we get out of it is coal dust and potential problems. Thank you.

Individual Verbal Comments (Transcriptionist)

GATEWAY PACIFIC TERMINAL EIS SCOPING HEARING

Monday, November 5, 2012

McIntyre Hall
2501 E College Way
Mt. Vernon, Washington

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GATEWAY PACIFIC TERMINAL EIS SCOPING HEARING

Monday, November 5, 2012

3:52 p.m.

THE SPEAKER: My name is Judy Baker. And my address is 1504 Alpine View Place, Mt. Vernon, Washington, and I've lived in the Skagit Valley for 40 years.

Mt. Vernon is undertaking a major downtown revitalization project on the revetment overlooking the Skagit River. A flood wall has been installed and old buildings demolished. The new plan calls for a pedestrian walkway and plaza flanked by stores with townhouses above. This pleasant waterfront area will greatly improve our downtown and enhance Mt. Vernon as a tourist destination.

If the Cherry Point terminal were to be built, there would be 18 more long coal trains a day passing between I-5 and our downtown area. Please study the impact that these trains would have on the economic health of downtown Mt. Vernon, taking into consideration traffic delays between the freeway and the river as well as the noise and pollution of coal-bearing rail traffic.

THE SPEAKER: Hello. My name's Bill Bowman. I was at Friday Harbor on Saturday to speak of this, and I want to continue with my part two. There's a concept called "right livelihood" which basically means doing no harm. Weapons manufacture isn't in this category nor is

attrition or otherwise. Please consider right logic and right livelihood. A Sunday pastor might say to his congregation consider your soul. Well, for me, my soul is directly linked to a healthy environment. Clean air and water legislation were implemented in the 1970s, yet we continue to have polluted air, soil, and water because corporate investment interests hold sway over moral ground for obvious reasons.

As I understand it, scoping allows us to voice our communities' concerns. These concerns are tallied and then reduced to a few, somewhat arbitrarily, the majority discarded and few to be mitigated, and then the permit is issued. This is the box of allowable activism, and it sort of makes you feel participatory in your community. Yet still, most often the permit is allowed.

Thus, Gateway Pacific Terminal with its mountains of coal awaiting shipment to China or anywhere else can claim to bring a hundred or thousand or ten thousand jobs to us through a multiplier effect; and from these mountains of coal, the coal dust will be blown throughout our region's air to be inhaled and into the soil and water to become part of the food chain.

A pro coal video shows coal cars being uniformly scrapped and then sprayed with a glue-like substance to incase the dust, but really how effective can such a

membrane be as the coal settles in the railroad car aboard a jostling, fast-moving train for a thousand miles. For that matter, why not have the same done during the open pit mining process or for the mountain loads awaiting shipment or on the coal ships themselves during loading, transit and unloading.

There is video showing high winds blowing black clouds of dust throughout the mountainous coal staging areas. Lots of airborne particulates. Given this understanding and supposed concern, can we agree this stuff is environmentally harmful and support industries that pursue a sustainable, renewable paradigm replete with thousands of other life-sustaining jobs instead?

THE SPEAKER: My name is Dennis Parent. I live in the Mt. Vernon area. I have been a lifetime resident of the northwest and a commercial fisherman for 34 years. I strongly oppose the construction of a coal export terminal at Cherry Point as it would damage or destroy aquatic ecosystems systems at the terminal site including herring.

Herring sites such as the area near Cherry Point have been wiped out in much of the west coast. Since we as taxpayers are spending tens of millions of dollars trying to save our salmon runs, it seems foolish to destroy the very food source the salmon depend upon. And as the herring go, so does the Orca whales.

I am also very concerned about the coal freighters proposed in this operation. They are among the biggest ships on the ocean and they make tremendous underwater noise with their propellers and sonar devices. Our Orca pods are under severe stress as it is with both food scarcity and noise stress from human operations.

Please include these concerns in your scoping process.

I'm also very concerned about the coal train traffic killing off the downtown areas of corridor cities such as Burlington and Mt. Vernon, and I base this upon my own aversion to dealing with train delays. I will avoid those areas. Again, it seems this coal train proposal directly opposes stated public policy and taxpayer investment to revitalize older city core retail areas.

Finally, I am a new grandfather, and I will say on behalf of all the kids out there that selling coal to Asia is a bad idea. Giving them cheap energy will cost us millions of jobs in the long run. Giving them coal will accelerate global warming and violent climate change. And don't forget their pollution blows right back to us so we get a double pollution effect from our own coal.

I say leave old coal in the ground and let the northwest lead the world in new clean, energy.

On behalf of our grandchildren, the scoping

process must include future global warming effects.

THE SPEAKER: My name is Vernon Vander Pol. I was hunting in Grand Cash, Alberta. That's where the coal is loaded for Twawassen. We watched the coal train load. There was no dust. It looked like it was wetted down. And they run four train loads a day out of there, a hundred car train loads a day, and there's a coal there for a hundred and fifty years when they started. It all goes to Japan. Japan built the whole city. And I wonder if this is above projected rise of the sea. It's already come up 11 inches they said. And all the railroads will have to relocate then too. We saw no dust. We've been there when it was bare ground, we've been there when it was snow, and there was no dust in the snow. It was loaded right across from the city, where there was coal dust and a lot of young couples and hundred of kids there, and they lived just across the river where we were watching them load.

THE SPEAKER: My name is Howard Pellett, and I'm from Guemes Island, Washington. I'm currently a candidate for a legislative position in District 40. I am concerned about the output of five coal terminals, over 100 million tons of -- hundred million tons of coal burned annually if it's exported. I'm concerned because of my belief that global climate change is real. I think that we've seen evidence of that in this last couple of years, and I think

that if we don't -- if we don't stop burning coal, whether it's here or exported, we will suffer the consequences. And the significance of that is that I believe that the future of life on earth is at stake and also my decedents.

I think it would be wise if a programmatic EIS was instituted the first time out instead of waiting for a court decision later to dictate that one be done.

THE SPEAKER: Vince, V-I-N-C-E, O'Halloran, O, apostrophe, H-A-L-L-O-R-A-N, president of the Puget Sound Ports Council, Maritime Trades Department AFL-CIO.

The Puget Sound Ports Council, Maritime Trades Department AFL-CIO supports the building of the Gateway Pacific Terminal. This facility is designed to be a zero-emission terminal. That is the stated plan of the developer. We support and approve a plan that will put zero emissions into the atmosphere, as should all the members of our community.

We also support the plan of this terminal to release zero pollutants into the surrounding water. Unlike terminals sited in Canada and recently permitted to expand, the proposal at Cherry Point allows for some mitigation on eelgrass, other aquatic life, and a review of the best science in its design and in the study still being prepared as part of the permit process.

We are not supporting a just-say-no approach to

this project. It is too dangerous to our water and air quality to allow a less environmentally-regulated nation to capture the advantage of this multi-commodity pier infrastructure. This infrastructure will have a material bearing on maritime jobs and businesses in the northwest region and improve the ability of the maritime cluster to thrive in the north Puget Sound.

To that end, we're asking for a full economic analysis of the impact of the facility on the region.

We're also asking clearly that this be a site specific EIS in keeping with other major infrastructure projects and according to the current position of the ACE.

THE SPEAKER: My name is John Munson. I'm a retired longshoreman, and I'd like to talk about issues that I feel should be included in the EIS, one of those things being the -- an economic analysis of the project and what are the important things that's going to be to the community as far as improving the economics of the whole county.

I'd also like a thorough examination, a rational examination, of train traffic through -- into and out of the terminal and along the route. I think that we should -- I think that we should not have a programmatic EIS but have an EIS limited to the project because you're making distinctions against this project if you're handling

it in a way that's different than other environmental projects have been handled.

The -- I'd also like an analysis of vessel traffic because the 430 -- 480 ships that are going to be coming in through the Rosario Strait to come into the terminal are a drop in the bucket compared to the 3200 ships a year that cross the Columbia River Bar, and I think there's a whole lot of hysteria being fomented about the prospect of this -- of this being -- this ship traffic coming in. The Port of Rotterdam has a hundred vessels a day that transverse their -- their shipping channels.

So I think that a whole lot of this is based on nothing more than hype, hysteria, and hyperbole about the effects that are not really going to happen. And hopefully they will continue with the process. A programmatic EIS would -- or a comprehensive EIS would be -- would go too far. This should be treated just like anything else.

THE SPEAKER: Thank you for providing such a broad range of options for public input into the scoping process. My name is Steve Garey. I would encourage the most comprehensive impact statement as possible, something we might consider an EEIS. That is an economic as well as an environmental impact statement. There are those who will condemn the project, as well as those would support it, who will do so without regard to either the benefits or the

impact. Those who advocate for or against the project in that manner are all shortsighted and I believe irresponsible. The commodities terminal at Cherry Point has both tremendous benefits, as well as consequences associated with it. A fair and impartial EEIS will accurately identify and weigh all of them so that wise decisions can be made in the best interests of our communities. Conjecture, emotion, and exaggeration should play no rule.

I believe the most significant benefits of the project are the job creation and the tax revenue associated with the economic activity. The high-paid full-benefit jobs that characterize both the construction and the operation of the facility are badly needed. The longer term operations and maintenance jobs and the tax revenue the activity creates are of particular importance to the many communities as well as to the State. These benefits should receive the highest consideration.

The most significant impacts are the potential delay and disruption of vehicle traffic in the many communities the rail lines pass through. The rail service benefits all these communities, but increased rail traffic can also present significant problems. Our communities cannot afford to have police, fire, or ambulance service delayed by rail traffic in communities that have no way

over, under, or around the tracks. All possible mitigations, including overpasses, underpasses, and scheduling, needs to be considered to minimize disruption of traffic related to public safety or health. The corporations that will profit from this activity should be expected to provide significant resources needed to mitigate these impacts.

Some of the tax revenue from the project should also be used for mitigation. Though it may be outside the scope of this project, mitigating increased rail traffic will be required for most all future industrial investments in our region. Realistic strategies to fund these improvements may be considered another long-term benefit to the economic vitality of our communities.

Steve Garey, president, United Steelworkers Local 12-951, Mt. Vernon, Washington.

THE SPEAKER: My name is Pat Hammond. I am very much against this transport of coal. I believe that coal is an extremely bad thing for our atmosphere, for the entire world. I also believe that coming through our Skagit Valley, that it will disrupt a great amount of traffic and will be very much against anything that would be good for us. And I do not believe that it's going to create a great many jobs. That's it.

THE SPEAKER: A Peck of Coal, with apologies to

Robert Frost. Ingrid Hinton.

Coal dust always blowing through town, except when
a rainstorm lays its down. And I am one of the citizens
told some of that glowing dust is gold.

All the coal dust the wind blows high, looks like
gold in sunset sky, and we like children are being told all
that coal dust is really gold.

But coal mongers cover the truth with the lie that
no dust is scattered from trains flying by. That's gold
they say, with a wink and a smile, that the coal trains
scatter mile after mile.

But such is life in the evergreen state, coal dust
soon will direct our fate. It will pollute our waters, get
into our food, stop the traffic, and darken our mood.

The black stuff you see covering the trees that
makes you cough and make you sneeze, that gets in your eyes
and fills your pores, licks at windows and sneaks through
doors.

That we are told creates jobs and money, it will
pour into town like milk and honey. But to follow the line
of these propagators, we will soon look like pigs wearing
respirators.

My name is Ingrid Hinton. I work at the Skagit
Valley Family YMCA in Mt. Vernon. I'm concerned about the
increased number of local trains per day, from 3 to 21,

that would adversely affect my work environment and the work environment of my friends. We depend on the patronage of the public, and many routes to our facility have railroad crossings. I request a study to be done to determine how this would affect traffic flow. I do not want to be a factor whereby we could lose business because people find it a nuisance to deal with increased train traffic.

THE SPEAKER: My name is Arlene French. I reside in the beautiful San June Islands, one of the most scenic and wildlife-filled places in the world. Today I'm speaking as a board member of Evergreen Island and one of our concerns is: What is the danger to marine mammals in general and the endangered Orca whale in particular by the increase of marine shipping traffic?

Will there be an increase of boating collisions with the Orcas? Will the noise and increased traffic have an effect on their food sources? Will this cause great stress to the three southern resident pods in inhibiting their ability to feed, reproduce, and navigate in Rosario Strait and in the Strait of Georgia?

The Strait of Georgia is one of the busiest shipping lanes in the world, and the transport of 54 million metric tons of cargo from the proposed terminal will add an additional 442 to 947 transits per year by the

year 2026.

Marine traffic associated with collisions with animals is one of the three main threats to the endangered resident killer whales. Marine researchers at Wood Hole Oceanographic Institution analyzed all known deaths of eight species of large whale in the northwest Atlantic and concluded that the protection measures seemed to have had no impact on preventing whale deaths.

Cherry Point herring are a vital food source for the endangered Chinook salmon, which are in turn a primary food for the resident Orcas. What effect will the coal dust from the loading of the supersized ships have on the herring population?

In conclusion, the massive increase of marine traffic will be detrimental to the marine life in the San Juan Islands.

THE SPEAKER: Hi. My name is Carolyn Gregg, and I'm a resident of Mt. Vernon, and I am very concerned about the marine environment. This is important to tourism in our area and once ruined, it can't be replaced. When we go out in our 22-foot boat, we're warned to stay 200 yards from the Orcas. These ships will not be able to stay 200 feet from or 2 -- from anything, 200 yards from anything.

I would like the Department of Ecology to be

vigilant in assessing the damage to the marine mammals and the herring that feed the salmon runs because those are important components of the environment and the economy here. I don't think it's a good idea to trade future jobs for those that are already existing in tourism and in fishing.

Thank you.

THE SPEAKER: My name is David Gladstone. I'm speaking on behalf of my wife Melinda and myself. We live on Camano Island. I have four points to make, and I will make them succinctly.

One, there is no such thing as clean coal. Clean coal is an oxymoron.

Two, this is not about jobs. It is about whether we, as a state, have the character and the backbone to stand up and say it is more important to protect our families and ourselves from the proven ravages of coal dust and the coal-burning-induced excess carbon in the air than obtaining a few jobs tainted by this coal menace.

Three, those coveted jobs should come instead from equaling the energy playing field by taking some portion of the subsidies provided to coal, oil, gas, and nuclear and using those moneys to help make solar, wind, geothermal, and wave-produced energy more cost competitive.

Last, my family and I will be adversely impacted

due to the noise, air pollutants, traffic delays, effects on infrastructure, degraded land and marine environments and the global impacts of the use of this coal.

Each of these impacts should be measured and addressed in the environmental impact statement.

Thank you.

THE SPEAKER: Hi, my name is Becky Deryckx. I've been a resident of this community for the last 35 years. My grandparents lived and worked here, and I moved here as an adult because of the beauty of this region and the quality of life. My children were raised in this valley and my grandson lives within four miles of the proposed Gateway Pacific Terminal. I've had more than two decades of experience as a paramedic and nurse, and I am presently employed with a cardiology practice here in the area.

I have several environmental concerns about the proposed Gateway Pacific Terminal and would ask that the scope of the environmental impact statement take a look at and address each of them in turn.

My first concerns are local. Mt. Vernon is bisected by no fewer than six at-grade crossings, and I think that attention needs to be paid to the physical and taxpayer-borne changes that traffic revision/diversion will have on my community.

We need the EIS to look at the possibility that

the noise and weight of coal-bearing trains will weaken the foundations of our historic downtown, complicate access to our businesses, and diminish our place as a destination point and gateway for those who come to visit our tulip fields, see wintering migratory waterfowl, or visit the San Juan Islands.

We also need the scope of the study to include the possible long-term health risks to the people of this area. Coal dust and blowing particulates are only part of the issue. Increased diesel fumes and residue also pose a threat to our children and to those who live anywhere close to the rail lines.

I have personally experienced the bleak frustration of sitting in the back of an ambulance that was blocked at a railroad crossing while en route to the hospital and have seen critical minutes lost as rail cars rolled by. I need to know how 18 additional mile-and-a-half-long trains per day may affect outcomes of those who are suffering heart attacks, respiratory arrest, or major trauma.

I have other environmental concerns that are more regional. I am worried about the disruption of ferry traffic.

THE SPEAKER: Good afternoon. My name is Tom Glade. I reside at 210 Mansfield Court, Anacortes,

Washington. I am representing Evergreen Islands, an environmental organization dedicated to protecting the environments of Skagit County's marine islands.

EI urges that the federal and local agencies initiate a full-blown programmatic environmental impact statement to address the onslaught of massive natural resource extraction that currently is being considered in the northwest corner of the United States.

On October 1st, 19-- 2010, the City of Anacortes and Tethys Enterprises Water Service formed an agreement for the City to provide 5 million gallons a day of water and 2 million gallons a year. City of Anacortes on July 31st applied for a UGA expansion to convert 11 acres of Skagit rural land to Anacortes growth area to provide a building site for the Tethys bottling plant.

The Tethys bottling plant will require a -- 100-car water trains to transport the water and the -- request the programmatic EIS because it -- the affected environment is a broad geographic area which is regional in scope, crossing political boundaries and covering numerous ecosystems.

Bakken Oil trains from Epping, North Dakota, to Anacortes, Washington, 1200 miles through Montana, Idaho, and Washington. Coal trains from Douglas, Wyoming, 1600 miles through Wyoming, Montana, Idaho, and Washington.

Water trains from Anacortes to points yet undetermined.

The range of alternatives includes future land use scenarios with differing objectives. Unit trains, coal trains, water trains. Oil refineries, BP at Cherry Point, Shell and Tesoro at March Point. Water bottling plant, Tethys enterprises at Turners Bay.

THE SPEAKER: My name is Miguel Perry. I've listened to the comments by people, and it's been bothering me a little bit because I don't see any bicycles here. Most people have driven here. They're very concerned about the effects that the coal will have in the environment, but they themselves are driving cars when we know that the United States is one of the biggest consumers of oil and that is creating problems in the environment and global warming.

Trying to stop the construction of the Gateway Pacific Terminal based on the fact that what it's going to do, I think we have to take individual responsibility, and I don't see any of these people that are so -- bringing fear into the public about the future consequences that could happen doing their part.

We -- somebody told me some time ago that fear is fate in reverse. Any time you go in reverse, you're not moving forward. And if this community has to move forward, they need to, like everything else in life, take a risk.

And because the construction of this project will create jobs, not only for construction workers and later on for people in this community, but also will create opportunities for youth.

Today one of highest numbers of unemployment is among young people. I see everybody here raising their hand against this project and the construction of this project to be elderly people. I don't see a lot of young people. Young people need to be given opportunities to go into an apprenticeship, and I believe that this project will bring revenue and infrastructure that will create taxes that later on lead to more jobs.

THE SPEAKER: My name is Robert Anderson. I live on Guemes Island. I'm a retired minister. I raise a moral question, which I realize probably doesn't have a lot of currency in today's economic arguments. But I wonder about the moral issue around the people proposing to use public space and disrupt people's lives without paying a hundred percent mitigation costs as part of the process. It seems to me I would listen more favorably to some of the arguments in favor of the terminal and the coal process, coal transport, if I felt they were contributing their fair share of mitigation.

The second issue is my wife tends towards asthma and has recurring stroke problems. And if the coal trains

come through and I'm concerned about getting to the hospital in Mt. Vernon, you can rest assured that several things are going to happen. My economic investment in Mt. Vernon or Burlington is going to be near zero. I'm going to find other places to shop and so on, so I won't be inconvenienced. I will come over here as little as possible. I would probably go to Oak Harbor to shop. No one's talking about the economic impact of people changing their shopping habits because of the inconvenience of the coal trains or their habits of where they go to find medical care.

A third item which concerns me is why on earth we would want to help our biggest economic competitor in the world, namely China, by giving them cheap coal so they can out-compete us on the economic world market. That makes no sense to me whatsoever.

THE SPEAKER: My name is Richard Reese. I would like the EIS to determine how many jobs and job opportunities will be lost due to the each individual community needing to cover 95 percent up to a hundred percent of the railroad upgrades and improvements. My concern -- I'm all for jobs. I think, you know, we need jobs. There's no doubt about that. But not these jobs.

My concern is that jobs up and down the rail line, police, fire, hazmat, hospital, community bike trails,

services for the elderly, all of these things will be -- will come under -- they'll be affected negatively by the coal trains' need for railroad upgrades. The money has to come from somewhere. Even -- just in Mt. Vernon, say there were a hundred million dollars worth of upgrades to be done, that's \$95 million that has to come out of the community of Mt. Vernon. And where does that money come from?

The loss of jobs, the loss of opportunities is significant and important.

I want to suggest also that the one of the things that would be lost is the resilience of a community to even consider planning for the future, to consider new opportunities for the future. Currently if a job possibility or a training possibility comes up, what happens is people will say, oh, we can't even consider that, where's the money going to come from? So the effect of net loss of jobs and the effect of the loss of resilience and creativity for planners.

Thank you.

THE SPEAKER: Hello. My name is Susan Redd, and I live on Cook Road in Burlington. Living on Cook Road and being only one mile from the rail crossing near I5, I strongly oppose the delay for emergency services, fire, ambulance, police which the coal trains will bring.

Furthermore, I oppose exporting coal to China, building a coal center in the Cherry Point area, violating the sacred space of Native Americans, threatening marine life, air quality, farming, and the entire route from Billings, Montana, to northwest Washington.

Please remember the mistakes of past coal usage and transport. The pollution will kill people, plants, and fish.

Thank you.

THE SPEAKER: I am Fay Mafnas, and I'm representing the Stanwood Area Merchants' Association or SAMA is an organization comprised of merchants large and small serving customers in the greater Stanwood area. We have some concerns about the proposed coal terminal and trains and ask that you study any and all of the possible negative financial impacts on the Stanwood area merchants. We have three questions.

How will the proposed increase of train traffic negatively impact the financial viability of merchants in Stanwood's downtown business core, particularly east Stanwood?

Is it likely that shoppers will be forced to avoid the downtown core area particularly east Stanwood and choose other places to shop to avoid the train delays?

How will the increased train traffic hamper

economic revitalization in east Stanwood?

Thank you.

THE SPEAKER: This is Julian Epps, and my concern for the environmental impact study is that an extensive study be done on everyone and everything and every business and everything that is directly along the rail lines and a couple blocks off.

I'd like to see an extensive study of what will immediately happen, the direct impacts and the indirect impacts. Because the people along the rail line are the majority of the people, overwhelming majority of the people, affected by this. And I'd like to see a list of the benefits and the negative impacts that are going to happen and just simply compare the two and make an informed, responsible decision based off the rights of the majority of the people affected who live right along the rail lines.

THE SPEAKER: Thomas Lindsey, L-I-N-D-S-E-Y. We are living in a time where critical decisions affecting the future of our species are important to be made. We need to understand that our future and our children's future and indeed the future of humanity depends upon the kind of quality decisions we make today.

We are burning ancient sunlight, which is indeed what coal is. From the carboniferous era some 200 million

years ago, we are blessed with an energy source that has built an industrial base that has grown a nation, but we need to consider the course for the future generations of energy.

Coal is still in the equation, but I believe we need to make a critical decision at this juncture because if we don't, the cumulative effects of greenhouse gases, the cumulative effects of the poisons that are -- the poisons from coal extraction at the source, at the rivers, the streams, the coal dust that -- that happen at that extraction point as well as along the transportation route are going to severely impact our communities. We need to emphasize green energy for the future.

THE SPEAKER: C L Willis, W-I-L-L-I-S. I would like, number one, to comment on heavy equipment and rail noise that's generated at a high level that will be a result of 24-hour a day, 7-day a week operations of rail cars and of equipment at port sites where they're moving and loading coal products.

Secondly, I'd like to express my concern about the state of crops and vegetation that are near rail lines as well as near the port industrial site and their health due to the results of coal dust that may poison their vegetation.

Third, I'm concerned about the effects on

eelgrass, which is a key environmental natural plant that preserves healthy living environment for marine animals.

And fourth, I'm concerned about the noise level and how it may affect Orcas, particularly when they are calving and so forth, their sensitivity to staying put during this sensitive time.

THE SPEAKER: My name's John Barnard. I live in Alger, Washington, been a resident here for about 30 years, and I'm incredibly concerned about the health of Puget Sound. We all know that no matter what our political leaning is that Puget Sound is slowly dying. There's a lot of reasons for that. A lot of people are trying to slow it down and help it. This coal terminal would just be another nail in the coffin really.

But I'd like to see a complete study of the impacts of the terminal, the ships, all the coal dust flying all over.

Also, the -- the economics of it will only benefit a very few, and I won't go into who they are. And we all know what -- you know, the social and cultural effects of all the communities these trains are going through would just be devastating. You know, this is going to cost the small business people, the community infrastructures, millions and millions and millions of dollars. And the amount of jobs are minimal really, 2-, 3-, 400 jobs at the

most when our state needs hundreds and thousands of jobs.

And that's it. Thank you.

THE SPEAKER: My name is Robert A. Hilton, and I have a concern having worked in the nuclear industry that what happens when there are no trains at all due to pent-up agitation and people actually considering and blowing up a railroad bridge to stop the coal trains? If one doesn't think such things happen, we have to remember what happened to the Murrah Federal Building that was blown up by Timothy McVeigh in Oklahoma City.

One has to consider what would happen if there were no trains for several weeks while repair was made to an existing bridge.

One thing that would happen in Skagit County is that we wouldn't be able to export our garbage down to Oregon via the train and it would just pile up in Skagit County somewhere and probably constitute an environmental hazard for all the runoff into the soil and everything else affecting fish.

So there are other obvious problems with train stoppage, and these need to be accepted as a possibility and their mitigation time examined and the environmental effects fully appreciated. It's not a simple problem. We have TSA and we have onboard armed experts on aircraft to protect the public on the airplane, and we need to protect

our bridges too. So this is an added cost to the public and to the company to protect the right-of-way so that such things don't happen.

Thank you very much.

THE SPEAKER: My name is Randy Travenner.

Shipping coal to China is wrong and a crime against the future of our children and the planet. Our energy needs must be met in a more evolved responsible fashion. Burning coal turned the skies of London black 200 years ago. The Chinese are now turning their skies black. Smog and acid rain have flown across the Pacific on winds from China for years. I have been in Beijing unable to see a quarter mile through the smog from their coal-burning power plants. The consequences of uninhibited coal burning are enormous for all of us.

Climate change, ever more powerful storms, rising sea levels will effect us more and more dramatically in coming years. We must all change the way we do things.

Shipping coal to China is only digging the environmental hole we are in deeper, all this for short-term economic profit.

I say no to coal trains, no to coal terminals, and no to coal exports. We owe it to the future.

THE SPEAKER: My name is Tanya Tavenner. I'm from Stanwood, Washington, and I have degrees in astronomy and

physics.

So what I wanted to talk about is the global effects of climate change and the fact that any sort of environmental study does need to consider global effects, not just local effects. The reason for this is because current studies show that climate change is going much faster than we first anticipated. All previous studies of climate change that are predicting what would be happening today in 2012 under-predicted dramatically both the increase in average global surface temperature and the effects that that increase would have on our environment.

So what this means is our current models we believe under-predict what will happen in the future because no computer simulation can accurately simulate the entire earth with all of its interconnected systems.

Therefore, what we really need to be aware of is the fact that those models suggest it is possible for a runaway greenhouse to start by 2100 if we continue with our current levels of increase of CO2 into the global atmosphere. It does not matter what country is burning the coal; as long as it goes into the atmosphere, it is part of the global system. Those models could see a runaway greenhouse effect that would kill all life on earth. By 2100 we could see an eight degrees average surface temperature rise.

THE SPEAKER: Ann Brooking. My concerns are the global effects of coal burning and acid rain and the effect of acid rain on the oceans and the coral.

Carbon dioxide, it releases carbon dioxide into the atmosphere causing the greenhouse gas. And if we continue at the current rate of combustion, the temperature on our planet will increase and potentially have a runaway greenhouse effect. Nobody knows what would happen if that happened, but it could very likely endanger our grandchildren's safety.

A lot of our oxygen that we breath comes from bacteria in the ocean, so from the acid rain resulting from burning coal would change the pH of the ocean which would effect the bacteria that are sensitive to pH, and that way those bacteria that produce our oxygen could decrease our oxygen supply potentially.

Please study whether this is the case and also to what degree.

Also, I understand the tanks, the coal ships that carry the coal, have to be full of water when they return to the states. Where does that water -- please study what the impacts of that are. Where does the water come from, and where is it dumped? Is it clean? I have concerns about what water from China coming into the Puget Sound might have in it.

Thank you.

THE SPEAKER: I'm Kathy Johnson. I'm representing Pilchuck Audubon Society. We have members in Snohomish County and Camano Island, and I live in Marysville, half a mile away from the train tracks. We will be submitting additional comments, and I tried to organize these comments and realize that it's very difficult because this is a web of effects, just like the web of ecosystems that it will effect.

But it is imperative that the EIS consider the effects of building the port, along with the transport of the coal, along with the mining of the coal, loading the coal on the ships, and burning the coal in Asia. And some of these effects include pollution from coal dust that's going to come off of the train cars and during the loading of ships or in the possible derailments or other spills. Those effects on endangered species listed salmon, marine mammals, and birds. And those fish effects also affect human economics. We're getting into this web. Tourism jobs, fishing jobs, and the -- there are air pollution effects, and those are going to effect forests and farming.

Human health effects, direct effects of traffic interruptions, emergency vehicle delays, economic effects from that all need to be considered.

Effects on school time, school bus transportation,

increased costs for bus drivers due to traffic delays from the trains.

And ground water effects from mining of the coal. Ocean acidification from burning of the coal and all the effects of that.

THE SPEAKER: My name is Liz Findley. I am from the Skagit Valley, Washington, and I am concerned about a number of things, including the effect of this -- these coal trains on the property owners who live along the long length of the railroad tracks, from beginning to end.

Most of us, and I am one, live in older homes and we have some vibration from the trains anyway, and this seems to be increasing as the coal trains have started to increase; and I'm concerned about the stability of my home as well as those of others along the tracks and as well as property values. That is one big concern.

Another thing that I'm concerned about is the blocking of the transportation routes in downtown Mt. Vernon. I have a small business in downtown Mt. Vernon, as do many, and I am concerned that my clients will be able to make it on time to their appointments with me each day.

And obviously people come into town and there are many offices in town where people will have appointments, and this is going to be highly disruptive to the whole

downtown area in addition to the emergency concerns as well.

And I am also concerned about noise pollution and coal dust.

THE SPEAKER: Okay. Kate Bowers, and I live in Bow. And what I understand is that right now they're pulling coal out of the Powder River Basin for \$9.20 a ton, selling it on the market to Asia at \$100 per ton. That's a -- that's a thousand percent profit before expenses. And we have a history--Bhopal, Chernobyl, 3-mile Island, Fukushima, et cetera--of environmental disasters that are not paid for afterwards.

I want a \$50 billion damage deposit prepaid, and I want it in the bank hard core. Goldman Sachs, Warren Buffet, they have enough money to pay for this. Peabody Coal, they can pay for it.

And then what I want is the interest on the \$50 billion damage deposit to go to creating local living wage green energy jobs.

That's what I want.

THE SPEAKER: I am Joanie Barbacovi. I live at 1930 Grand Avenue in Everett, Washington. I have serious environmental concerns about the proposed coal export rail transport personally, for the Everett community, for our state, our country, and the world.

I am here today because it's very personal. I have lived and worked in the Everett area for 35 years, lived within the Everett city limits for 27 years, for the past 10 on the bluff above Everett Naval Station and Burlington Northern tracks. I see, smell, hear, and feel the environmental impact of the coal trains now passing below me on a daily basis.

Some particles are -- that are small enough to land on my windowsills are small enough for me, my children, and grandchildren to respire. I have asthma, so I'm especially sensitive. My grandchildren are all under five, and so they, too, are very susceptible.

I see and smell the spewing of diesel as a double engine pulling each coal train sleeps beneath my windows. This past summer, it was so bad I had to keep the windows closed. So much for enjoying the beautiful view of the San Juans. My grandkids, who once eagerly awaited each train, now block their ears and say, "too loud."

THE SPEAKER: Hello. My name is Dr. Doris Brevoort. I'm a home owner in Mt. Vernon for 10 years. My house is on the hill above downtown Mt. Vernon above the railroad tracks. And in the past year, the neighborhood has been very impacted by existing coal trains which cause my house, which is a hundred years old, to vibrate.

The project information document projects 18 daily

trains to and from the Gateway Terminal. Please extend the scope of environmental review for this project to include a study of the cumulative impacts on homes and families near the rail line of these loaded trains coming up the corridor.

I'm concerned with the net impact on my and other older homes as vibration from coal trains shakes lath and plaster, brick and mortar, and indeed the very ground our homes stand on.

I also urge the scope to include the cost to taxpayers of all infrastructure repair, maintenance, or improvements required to accommodate the trains for the duration of their use hauling coal or other materials to the terminal, including upgrade or maintenance of street crossings and maintenance of future replacement of the railroad bridge over the Skagit River.

I request that all projected costs of improvements that would by law become taxpayer responsibilities be included in the scope of this study.

I have volunteered for Mt. Vernon Main Street for hundreds of hours. Our hope is to revitalize Mt. Vernon, not to see it fall to industry bringing coal trains through our town.

The fact that there is just a formula for how much the railroad or the industry needs to pay for the

improvements and the rest falling to taxpayers is a primary concern of mine, and I wish that the impact would clearly state those costs to the taxpayer in perpetuity.

Thank you very much.

THE SPEAKER: My name is Rob Zwick, and I am an orthopedic surgeon here in Mt. Vernon, and I'm the guy they call at two o'clock in the morning when the motorcyclist hits the tree. They call me to get out of bed and get down there at the hospital and stabilize him and keep him from bleeding to death. So I'm that guy.

And one of the things that we do best as a society is take care of injured people when we get a chance to get them to the hospital, and everybody knows that we expect to be able to do that.

And it's not a stretch to imagine how we would feel when our own lives or loved ones were in jeopardy. So the idea of having to wait for a train to go by and given the numbers of trains that we're hearing and how long they are and how much time will be tied up at each crossing, given that, it's an inevitability that lives will be lost at the train crossing because the ambulance can't get by.

And that means that literally the last thing that that guy is doing in his life is waiting for the train to go by. That's what he's waiting for as he dies.

So I want someone to study, I want you to study,

the potential impact and loss of life for severely injured patients waiting for the train to go by.

Thanks.

THE SPEAKER: My name is Pat McLatchy. I live in Mt. Vernon. I live at the foot of Little Mountain up near Jefferson School. And at two a.m. we can feel our mattress rumbling and rattling from the freight train that goes through at two o'clock, so it does rattle the earth.

But the plain point I want to make here is an illustration on the traffic problems that it will have on backing up traffic for 15 minutes, this monstrous train stop traffic for 15 minutes, up to 15 minutes, in Mt. Vernon and Burlington.

So just consider College Way alone or consider Highway 20 at Burlington alone, backed up for 15 minutes, how -- that will stretch back to Highway 9, it will stretch on the west side, it'll stretch to the freeways, it'll block the freeways.

And then after 15 minutes, the train's gone, and then you've got a traffic jam. How long will it take to clear those traffic jams? Probably another 15 minutes would be my guess. And if those two nice scenarios, you've got 30 minutes a day, the citizens of Mt. Vernon and Burlington have 30 minutes a day, when they can cross the railroad to the other side of town. It's unthinkable,

absolutely unthinkable.

Sirens, police, fire, ambulance, they're going to be jammed up during those 15 minutes of so-called clearing the traffic after the train's gone.

We have to think of that scenario more clearly, more deeply.

THE SPEAKER: My name is Steven H. Johnson, and I am a physician in Mt. Vernon, Washington. Some years ago I served in the public health service in the coal fields of southern West Virginia. I've witnessed firsthand the health issues related to coal.

In recent years I specialized in allergy, where I also witnessed firsthand the increasing incidence of asthma and allergic disease in our population, especially children.

I'm concerned about the health effects, specifically coal dust and diesel exhaust, in the transport of large amounts of coal from the Powder River Basin across multiple states and large population centers to the ports of the Pacific coast.

I'm also the board chair of Children of the Valley, a local nonprofit after-school program for disadvantaged children. Many of our program's children live along the railroad tracks involved in this discussion we're having tonight. I'm concerned that the health of

these children, along with many other children and adults, is going to be adversely affected by the amount of coal dust and diesel particulate matter expelled from these coal trains.

I'm concerned that this could lead to a marked increase in pulmonary diseases, including asthma and chronic bronchitis, allergic disease, heart disease, and lung cancer, with a resulting increase in health care costs.

I would request that your agencies study these health implications, their impacts and consequence, the current research data, as well as the liability issues related to the above health concerns to the full extent of this project.

In addition, should liability be proven, who would be responsible for damages? The scope of these health issues should run the entire length of the proposed coal train from Montana and Wyoming to the Pacific Coast.

In addition to those along the route, the scoping should also include the health issues related to coal dust and diesel exhaust exposure for those working at the coastal loading centers and the ocean ships transporting the coal.

THE SPEAKER: My name is Joan Cross. And I live in Skagit County, and I am concerned about air quality with

particulates from the coal getting into our air and water. Asthma already is a big health problem, and this exacerbates those health concerns.

I've heard also that vessels illegally dump loads of trash just before they come into port to make room for picking up their load, and I wonder how you will monitor that.

Also, climate change is happening, and more coal burning in China affects the whole world via destroying the ozone level as well as blowing winds east to us again. We get polluted again.

The financial cost will effect more businesses in a negative way than create new jobs.

Thank you.

THE SPEAKER: My name is Jay Goodwin. I'm a health care provider in the city of Mt. Vernon. I live in Mt. Vernon, have a business there. I'm concerned about the -- this project from a health care perspective.

Basically the whole project, from mining, transporting, shutting off the towns while the trains go by, the coal dust, the diesel fumes, all those have environmental impacts.

Then once it gets into the boats, then it goes across the oceans. There's possible collisions, there's possible spills, and then it gets burned.

Global warming is not a hoax. It's real. The climate is changing. My mom is without power for a week now in New York. My friends in Vermont are still recovering from a super storm that hit them over a year ago. This is real.

I would formally request that someone from the Department of Defense be put on this panel because they're the only ones that see the effect of climate change as being real.

All of these impacts add stress. All these stresses make it harder for people to stay healthy. All of these toxins from mining, from transporting, from possible spills get into the environment, get into food, get into people's bodies. The bigger the toxic load, the harder it is to stay healthy.

On the positive side, there could be a terminal in Cherry Point. This is one area of the country, the northwest, that has not suffered a water shortage. We're growing lots of good food. That provides lots of excellent jobs. So the terminal could be used to ship the food that's grown here in western Washington. We're not even starting to tap that resource. That provides tons of jobs. We can provide jobs and have a terminal but just not ship dirty coal.

THE SPEAKER: My name is Dory Maubach. I live in

Stanwood, Washington. My main concern is that the coal is even being taken out of the earth and sent to I believe Asia to be burned. In terms of global warming, that is quite an impact.

Secondly, the fact that it's going to travel so far over land exposing coal dust to many communities, increasing rail traffic in my area, it will go past at least two elementary schools in Lakewood and it will be one block away from those schools.

The -- another aspect of this is that the area that they're going in has a wildlife refuge adjacent. It is also a prime birding site for Audubon Societies in the area.

And, let's see, I just think that the impact on global warming is the most important part. There is no reason that we need to dig up the coal and send it elsewhere. It will just encourage other countries to depend on that kind of resource as opposed to clean energy. It will do damage to our country. It will put money in some pockets, and that's probably the main reason for it happening, but I think that that's not -- in this day and age with climate change, that we really cannot just look at that aspect as being the most important aspect.

THE SPEAKER: My name is Helge Anderson, and I live in Sedro-Woolley, and I realized today that this is

not just an issue about the coal trains. It can be any train of the size and length. When each one of these trains are crossing Mt. Vernon, it will cut off the whole town and every railroad crossing will be blocked every time. By one train. And if we have one or two trains of this length coming through Mt. Vernon, it's going to be hundreds and hundreds of cars standing idling at each railroad crossing, and I can just imagine all the fumes from these cars standing there.

I can also imagine emergency vehicles not getting through and people might get lost just because of that reason.

And the whole idea that we mentioned that building overpasses or tunnels, it's not going -- it's not a feasible option either because that will block traffic even more.

Well, we don't need to do this in order to provide a few jobs up in Bellingham, some jobs in Montana, and we kill the whole area. Because there's nothing provided for Skagit.

THE SPEAKER: My name is Nicholas Petrish. I would like to have a fully scoped EIS report that starts at the mine and goes all the way to China and back again, with pollution, the pollution route from China here to the shores of the United States.

I would also like an estimate done of the economic impact on the -- how many workers will lose their jobs here in the United States by fueling factories and jobs in China.

And I would like to have a pentagon study of the strategic detriment of fueling a potential military adversary. Something I ask: Would the pentagon -- which didn't exist in 1941, but would the war department have sent fuel to Japan in 1941 or Germany in 1941? I see us sending fuel to China as a national security issue.

Either the coal stays in the ground or it's used for our own consumption. I would prefer it to stay in the ground.

Thank you.

THE SPEAKER: Good evening. My name is Mary Anderson, and I live in Sedro-Woolley, Washington State, in Skagit County.

Skagit County is primarily an agrarian county with agriculture a huge economic factor in its success and survival. The amount of trains proposed by this coal train issue which will virtually stop traffic in Skagit County, coupled with the actual coal dust emitted by the coal, will have devastating effects on Skagit County's agricultural production.

Not only will crops of blueberries, cucumbers,

field crops, miscellaneous crops, nursery and greenhouse flora culture and sod, but potatoes, raspberries and strawberries will be adversely affected.

In addition, Skagit County produces 70 percent of the world's spinach seed and 60 percent of the world's cabbage seed. These crops combined produce an economic boon of almost \$256 million to Washington State and Skagit County.

The effects of these coal trains cannot be overstated in its adverse impact on Skagit County.

Thank you very much.

(The hearing was adjourned at 7:12 p.m.)

Public Verbal Comments (Room 1)

GATEWAY PACIFIC TERMINAL EIS SCOPING HEARING
MONDAY, NOVEMBER 5, 2012

MCINTYRE HALL
2405 E. COLLEGE WAY
MOUNT VERNON, WASHINGTON

Reported by: Deanna Ellis

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1	Beck Fletcher	79
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1 MS. STRAUZ-CLARK: We're going to get started
2 in just a minute. Please find a seat, make yourself
3 comfortable. If you're still looking for a seat, there
4 are a lot over here. I'm trying to keep this row in
5 front free so people can pass in front. And if people
6 in the center section wouldn't mind moving in, that will
7 also make it easier for people to find seats. We'll get
8 started in a moment. It looks like we're getting close
9 to our capacity.

10 I'm going to welcome you here this evening. We're
11 glad you're here. My name is Jamie Strausz-Clark, and
12 I'll be the moderator for this evening's session. On
13 behalf of the Co-Lead Agencies, I'd like to welcome
14 Randel Terry from Corps of Engineers, Tyler Schroeder
15 with Whatcom County, and Jeannie Summerhays with the
16 Washington State Department of Ecology.

17 There are going to be other representatives coming
18 in to relieve them about halfway though, so I will make
19 announcements so you'll know who is being relieved
20 throughout our meeting.

21 Again, my name is Jamie Strausz-Clark. And I'm
22 working on behalf of the Co-Lead Agencies to conduct the
23 process.

24 My job is to insure that everyone has an equal
25 chance this evening to provide comments and make sure we

1 have a safe environment. And so for that reason, I'm
2 going to provide some instructions and ground rules for
3 how I'm going to run this meeting tonight.

4 We, as you know, have a lot of people who want to
5 make comments. We've passed out 75 numbers for people
6 to make comments. So we're going to take all 75 of
7 those comments. As such, to make that possible, we're
8 going to need to limit the time for each comment to two
9 minutes.

10 I have a timing device up here to help us do that.
11 It's set for two minutes. After you've spoken for a
12 minute and a half and you have 30 seconds left, it's
13 going to start flashing green. So you'll know when it
14 starts flashing green, that means you have 30 seconds
15 left. When there's 15 seconds left, it's going to start
16 to turn yellow. That's when you need to wrap up your
17 comments. And when the two minutes are up, it's going
18 to turn red and it's going to buzz. Then you'll really
19 need to wrap things up. And, of course, I'll be
20 standing right behind you to help you wrap up your
21 comments.

22 I ask, again, everybody to please adhere to the two
23 minute rule and stop your comment when it turns red. We
24 need to do that in order for everyone else to get
25 through their comments, and for everyone to have that

1 opportunity. I am not a rude person, so don't make me
2 be rude tonight.

3 I do want to remind that you that speaking into the
4 microphone is one of several ways to have your comments
5 registered and still be proper. There are a number of
6 other ways. Many of you have already visited the
7 website and entered your comments online or by email.
8 There is also an opportunity tonight to have your
9 comment recorded into a recording device out in a room
10 next door here.

11 So if you did not get a card our you don't feel
12 like making a comment into the microphone tonight, there
13 are other ways. There are also yellow written comment
14 forms, so you can make your comments. All of the
15 comments will become part of the official record. All
16 of theme will be reviewed by the Co-Lead Agencies are.
17 All of them are equal.

18 So it doesn't matter if you're up here at the
19 microphone or in one of those rooms, your comment is
20 just as important. So I just wanted to remind everybody
21 that, if you weren't able to get a number tonight.

22 Also if you did get a number and you decide half
23 way in that several people have made your point and you
24 don't feel like you need to make it after that, please
25 bring your number back to the welcome desk at the front

1 entrance where you came in. That way I'll make
2 announcement for other people who remain and would like
3 to make a comment and didn't get a number. You can go
4 out and do that. That's just a little side note.

5 Also, we have a transcriber here who's going to be
6 transcribing all of your comments. So I'm going to ask
7 you to -- we have a microphone. It's going to pick up
8 everything you say. I'm going to talk shortly about how
9 we're going to make sure that everything you say is
10 heard, but, of course, everything will be recorded here.

11 I just want to take a moment to remind everyone of
12 what a scoping comment is. It's designed to gather
13 input on four topics. First, a reasonable range of
14 alternatives. Second, potentially affected resources
15 and the extent of the analysis. Third, significant
16 unavoidable adverse impacts. And fourth, measures to
17 avoid, minimize, and mitigate the affects of the
18 proposal.

19 Did everyone catch up? Do I need to repeat? Okay.
20 I'll do it one more time. Four topics, a reasonable
21 range of alternatives; potentially affected resources
22 and the extent of analysis; significant unavoidable
23 adverse impacts; and measures to avoid, mitigate, and
24 minimize affects of the proposal. Okay. Is that clear
25 for everybody? I see some puzzled faces.

1 The most useful comments -- focuses on the comments
2 by the agency with your ideas about how they should be
3 addressed in the EIS. So I encourage you to use your
4 two minutes at the microphone to provide that
5 information that will help them make their decisions.
6 so if you can focus on those work topics, that will be
7 the most helpful information for them.

8 Got a couple pages to get through, so bear with me,
9 and then we will start with your comments.

10 I do want to say, please be aware, that state and
11 federal laws do not require a public hearing for a
12 scope. It is required for the draft EIS but not for
13 scoping. The Co-Lead Agencies are providing this
14 opportunity, this style meeting to respond to requests,
15 for people in the community to have an opportunity to
16 say verbal comments in front of their fellow citizens
17 and neighbors.

18 State and federal laws do require the Co-Lead
19 Agencies provide opportunity for the public to comment
20 on the scope of a project -- of the project. Excuse me.
21 So to meet that obligation, the Co-Lead Agency has
22 provided many ways to offer your input, which I have
23 described to you already. And again, regardless of
24 which option you choose, all will be considered by the
25 Co-Lead Agencies and will become part of the official

1 project record.

2 Oh, and one last reminder. During the scoping
3 period, comments about the merits of the proposal or
4 whether the EIS should be -- will not be considered. So
5 if you can remember to focus on those four topic areas I
6 read earlier twice, that will be the most helpful to the
7 agencies.

8 Okay. So to ground rules. I told you about the
9 one. I'm going to call your numbers in order. I'm
10 going to call your numbers in order. I'm going to call
11 three numbers at a time. The first number I call will
12 be the person standing at the microphone. The other two
13 will be sitting at the table here.

14 I have some cards at the table. I'm going to ask
15 you to please, when you're sitting at the table, print
16 your name clearly on the card, and that way our
17 transcriber will have the right spelling of your name
18 because she may not fully understand when you say it
19 into the microphone. So please print clearly so she can
20 read it. You don't need to fill out your address on
21 that card, unless you want you want the address to be
22 know. So all I need is your name there.

23 When you get up to the microphone, I'm going to ask
24 you to state your name for the record, and then we're
25 going to start the time. So I'm not going to start the

1 time when you're stating your name. I'm gonna start it
2 after you start your name. That's when your two minutes
3 start, okay.

4 So when I call your number and say, 1, 2, and 3.
5 1, you're at the microphone. 2 and 3, you're on deck.
6 1 will go to the microphone, 2 and 3 to the table here.
7 That will allow us to keep things running efficiently.

8 Again, if you decide half way through that you
9 don't need to make your comment anymore because other
10 people have made it for you or you want to go use the
11 recorder or write it down on a yellow piece paper, feel
12 free to return your number to the welcome desk, and I'll
13 make the announcement that there will be some cards
14 available for people who want to make comment.

15 This one is really important. This is a rule that
16 is really, really important. We need to transcribe and
17 make publications because we want the Co-Lead Agencies
18 to be able to hear everything that is said up here
19 because, as I said, this is part of the official record.
20 So I'm going to ask that we not have any clapping,
21 absolutely no booing.

22 If you want to show support for something that
23 someone is saying, you can waive your fingers and your
24 hands, waive your sign. Although, please, of course, be
25 respectful and not bump people around you with your sign

1 or block people's view. But I have done a couple of
2 these meeting now, and everybody has been very
3 respectful, so I'm not worried about that.

4 I do ask, please do not clap. Please do not boo.
5 Please cheer. Waive your fingers or hands to show
6 support, and that's worked very well in other meetings.
7 So we're going to do that again ton.

8 Also, this is a fear, but I do ask no costumes, no
9 masks. This is for safety and security reasons,
10 actually. I just wanted to remind you of that rule.

11 Let me see if I missed anything hear.

12 Okay. Last thing, due to fire code, the capacity
13 in this room will be strictly enforced. Looks like
14 we're pretty close to that. 450 people in this room.
15 We're using the lower area. So 450 here. So I'm going
16 to make an announcement due to the capacity, if you've
17 given your comment and had a chance to listen, please
18 consider leaving so other people can have an opportunity
19 to come in.

20 Before I get started, are there any questions?

21 Okay. Oh, One last thing I want to mention, too, if we
22 get through all 75 comments -- we are going to run until
23 7:00, and so I will announce that there will be an
24 opportunity to make comments the rest of the time.

25 UNIDENTIFIED WOMAN: Do we need to give our

1 first and last name?

2 MS. STRAUSZ-CLARK: Yes, please.

3 Any other questions before we start?

4 UNIDENTIFIED WOMAN: Does it need to say where
5 we live?

6 MS. STRAUSZ-CLARK: That is stated in the
7 rules, but you don't have to. You can say if you like.

8 Yes, sir?

9 UNIDENTIFIED MAN: You said if we liked
10 something, we could go like this. What do we do if we
11 don't?

12 MS. STRAUSZ-CLARK: Excellent question.

13 UNIDENTIFIED WOMAN: Go like this.

14 MS. STRAUSZ-CLARK: I'm okay with that. Quiet
15 boo sound is fine with me. But I am going strictly
16 enforce the rules because I want to make sure everybody
17 has an opportunity to comment. So please support me in
18 enforcing rules tonight.

19 Yes, ma'am.

20 UNIDENTIFIED WOMAN: Will there will be a
21 written report for which it is that we can actually ask
22 for a copy of what occurs tonight.

23 MS. STRAUSZ-CLARK: There will be a scoping
24 report that summarizes everything that's been said in
25 the meetings and online. That will be coming out much

1 later once we've finish all of these meetings. Good
2 question.

3 Yes, sir?

4 UNIDENTIFIED MAN: Will there be a videotape.

5 MS. STRAUSZ-CLARK: I see a "videotaper" over
6 here. I know that we're not videotaping.

7 UNIDENTIFIED MAN: Who's he with?

8 UNIDENTIFIED MAN: Channel 9.

9 MS. STRAUSZ-CLARK: Channel 9, KCTS.

10 UNIDENTIFIED MAN: (Cannot be heard.)

11 MS. STRAUSZ-CLARK: How about I ask you to
12 check in with that person with the camera later.

13 Any last questions about the process?

14 UNIDENTIFIED WOMAN: If we have a picture of
15 our subject, can we bring it up with us?

16 MS. STRAUSZ-CLARK: Yes, you may bring up a
17 picture.

18 UNIDENTIFIED WOMAN: Where would you like us
19 to put it?

20 MS. STRAUSZ-CLARK: Is it --

21 UNIDENTIFIED WOMAN: It's one of these, like
22 this size.

23 MS. STRAUSZ-CLARK: If you could just hold it
24 up while you're at the podium.

25 Okay. Let's get started. I'm going to call the

1 first three numbers. Numbers 1, 2 and 3. No. 1, you're
2 at the microphone. No. 2 and 3 you're on deck.

3 No. 1, fill out the card. Whoever is No. 1 can
4 fill out their card, and then we'll start.

5 Please state your name for the record, and then
6 we'll start the timer.

7 THE SPEAKER: My name is Ginny Wolf, and I
8 live in rural Skagit County in the community of Bow and
9 Blanchard, and I'm a retired Family Practice physician.

10 My friends and neighbors who live near the tracks
11 and sidings say that the trains are idle there for hours
12 on end, never shutting down their engines. Even now the
13 whistles awaken people a mile away nightly.

14 My comments are about some of the health risks that
15 would result from more than doubling the current train
16 traffic in our towns in Skagit County with people living
17 near the tracks and the sidings.

18 Multiple medical studies of health consequences of
19 exposure to diesel emissions show increases in both
20 cardiac and respiratory illnesses, especially asthma.
21 The most affected people are often the elderly and
22 children. I ask that you measure and study the
23 concentrations of diesel particulates along the sidings,
24 and project exposure levels and associated risks for
25 people living near them.

1 Noise from the train whistles, rumbling over the
2 tracks, and couplings banging are complaints I hear all
3 the time. Efforts to stop the whistles at night have
4 not been successful, and tiny communities without a
5 mechanism to collect community revenue are asked to pay
6 for "Quiet Zones." The consequences of chronic noise --
7 especially inadequate or disrupted sleep -- are not
8 simply limited to annoyance. Health related sequelae
9 include fatigue associated accidents; impaired judgment
10 and work performance; cognitive impairment in children
11 -- including lower academic achievement; exacerbating
12 mental health disorders; and increases in blood
13 pressure, heart rate, and cardiac rhythms.

14 Please study the projected noise levels in
15 communities along the tracks and sidings and what it
16 would cost to mitigate that.

17 In theory, at least, train whistles can be
18 silenced, but most of the other concerns I have cannot
19 be mitigated. Not to address these concerns in all of
20 the small communities from Montana to Cherry Point is to
21 consider them to be sacrifice zones. Thank you.

22 MS. STRAUSZ-CLARK: So 2, 3, and 4. 2, You're
23 at the microphone. 3 and 4, you're at the desk.

24 I want to remind you, if you have written notes
25 that will help our transcriber, please feel free to

1 leave them.

2 Sir, will you state your name for the record.

3 THE SPEAKER: Phil Holder. I live within a
4 five minutes walk from historic Mount Vernon, and I walk
5 there almost every day to walk, to shop, dine, and do
6 other business.

7 This is downtown there, where there is at least 170
8 businesses, with hundreds of people working there.
9 Those are existing jobs, held by my friends and
10 neighbors. Their jobs depend on an effective
11 transportation system so employees, customers,
12 deliveries, and tourists can get to and from businesses
13 in Mount Vernon.

14 This red line represents a mile and a half coal
15 train. As you can see, just coal train blocks four
16 major at-grade crossings: at College Way, Kincaid,
17 Riverside, Fir. And at Kincaid, think Tulip Festival
18 traffic through downtown.

19 WaDOT studies show that those four at-grade
20 crossings, there are over 66,000 vehicle transits on an
21 average day.

22 Please study the net addition of delay time in
23 Mount Vernon as traffic backs up at each at-grade
24 crossing waiting for the 18 daily GPT coal trains.

25 Please study the potential loss business receipts,

1 tax revenue, and jobs in Mount Vernon due to the
2 reputation and reality of traffic delays caused by or
3 added to by the GPT proposal.

4 GPT applies a multiplier to its projected jobs
5 figures to amplify them into thousands of jobs. I ask
6 that you apply that same multiplier to apply to job
7 losses here caused by GPT's rolling coal blockade, for
8 an apples-to-apples comparison of the economic affects
9 on Mount Vernon.

10 Mount Vernon is one of 121 communities cut by the
11 Please study the total loss of business receipts, tax
12 revenues, and jobs due to traffic congestion in those
13 communities caused by GPT's proposal, and please
14 determine and use the appropriate multipliers in each
15 community for job loses. Thank you.

16 MS. STRAUZ-CLARK: 3, 4, and 5. 3, you're at
17 the microphone. 4 and 5, you're at the desk.

18 Please state your name, for the record.

19 THE SPEAKER: Mary Ruth Holder. Like everyone
20 else here, I am a tax payer.

21 I request that the scope of the EIS include the
22 following: The cost of railroad overpasses and
23 underpasses to address traffic and emergency vehicle
24 delays that would result from the daily trains to GPT,
25 cumulated with all existing and reasonably foreseeable

1 future rail traffic.

2 We are told a single -- just one -- overpass would
3 cost taxpayers around \$20 million. What would the
4 cumulative costs be.

5 Please study these costs for Mount Vernon, Skagit
6 Valley, and all communities along the rail line impacted
7 by the GPT Trains.

8 Please include in your study "who will pay" these
9 costs as mitigation. The current system of funding this
10 kind of infrastructure requires communities like ours to
11 cobble together federal, state, and local taxpayer
12 dollars from a difficult maze of programs.

13 Federal law protects railroads from having to pay
14 more than 5 percent -- 5 percent is the ceiling -- they
15 usually pay 2 do 3 percent and sometimes, nothing.
16 Shouldn't the beneficiaries of the GPT - SSA Marine,
17 Peabody coal and Goldman Sachs -- pay these costs rather
18 than communities that would see little to no benefit but
19 significant impacts?

20 Please also analysis "how long it would take" to
21 build this infrastructure. Some rail overpass projects
22 in Washington State have taken over a decade to fund and
23 build. Meanwhile, existing jobs and local economies
24 suffer. Mitigation delayed is mitigation denied. "How
25 long" would we have to wait? And what would we lose

1 "while" we wait. Thank you.

2 MS. STRAUZ-CLARK: 4, 5, and 6. 4 you're at
3 the microphone. 5 and 6, you're at the table.

4 Please state your name, for the record.

5 THE SPEAKER: My name is Judie Landy of Mount
6 Vernon. I'm acutely concerned about the health impacts
7 of the proposed coal train project, which will send
8 100-car coal trains with open loads of coal through our
9 city along rail lines running very close to our
10 hospital, elementary school and an apartment complex for
11 senior citizens, potentially exposing our most
12 vulnerable residents to the toxic affects of coal dust
13 and diesel exhaust.

14 I suffer from asthma, so I must count myself among
15 these vulnerable citizens.

16 The railroad tracks in Mount Vernon pass within
17 three or four blocks of Lincoln Elementary School and
18 within five or six of Skagit Valley Hospital. The line
19 also runs across the rear property line of The Vintage,
20 a large apartment complex for senior citizens, with
21 apartment windows only yards from the tracks.

22 These facts suggest that proposed coal export
23 project will directly expose Mount Vernon's small
24 children, sick hospital patients, and frail elderly
25 residents to coal dust and diesel exhaust which are

1 toxic pollutants known to cause serious and fatal
2 disease.

3 Existing rail lines also pass through other
4 residential neighborhoods and shopping areas,
5 potentially exposing many "many" Mount Vernon residents
6 to coal dust and diesel exhaust "at close range."

7 Washington Health Professional Against Coal Export,
8 an organization of doctors and other health
9 professionals, has cited numerous recent studies showing
10 the health hazards of coal dust and diesel exhaust.

11 These studies, by the American Lung Association,
12 American Heart Association, Puget Sound Clean Air
13 Agency, and University of Washington, show that, of the
14 hundreds of known toxic air pollutants, "Diesel
15 emissions remains the largest contributor to potential
16 cancer risk in the Puget Sound area."

17 The doctors' group also cites studies showing that
18 "coal dust" causes emphysema, chronic bronchitis, and
19 pulmonary fibrosis, among other diseases.

20 The same group notes that coal dust impacts from
21 open coal trains "most severe on and near rail lines."

22 The doctors' group has called on the State of
23 Washington to conduct a "comprehensive Health Impact
24 Assessment, in addition to an Environmental Health
25 Impact assessment," addressing these health issues. I

1 echo that request.

2 MS. STRAUZ-CLARK: 5, 6, and 7. 5, you're at
3 the microphone. 6 and 7, you're at the table.

4 Please state your name, for the record.

5 THE SPEAKER: My name is Anne Winkes.

6 As a homeowner in Conway, as a mother and a
7 grandmother and as a pediatric nurse practitioner, I
8 would like to ask that you please study the following
9 impacts of the Cherry Point terminal.

10 First, the impact of train vibrations on structural
11 foundations. If the Cherry Point terminal is
12 constructed, the increased number of trains needed to
13 transport coal, each weighing approximated 143 tons when
14 fully loaded, could potentially damage nearby structural
15 foundations secondary to train vibrations. A
16 seismograph in our basement shows significant movement
17 with each passing coal train.

18 Second, the impact of the noise of the trains on
19 the sleep of the people in communities along the
20 proposed route of the trains carrying coal to the
21 terminal. Multiple recurrent episodes off sleep
22 disturbance cause impaired cognitive function, depressed
23 mood, decreased alertness and poor performance.

24 Third, the impact of increased diesel particulate
25 matter on the health of people living near the tracks as

1 the 4 or 5 locomotives needed to pull each lengthy and
2 heavy train will emit significant diesel particulate
3 matter. Diesel particulate matter causes cancer and
4 other diseases, including asthma exacerbation.

5 Fourth, the impact of the increased in train
6 traffic, and the longer wait time caused by one and a
7 half mile long trains on emergency medical response
8 time, particularly in those cities like Mount Vernon
9 where the train tracks divides west Mount Vernon from
10 east Mount Vernon where the hospital is located.

11 I urge you to please take no action until the Corps
12 completes a full regional cumulative rail traffic study
13 that considers these impacts an all rail communities
14 from the coast to the Powder River Basin. Thank you.

15 MS. STRAUZ-CLARK: 7, and 8. 6, you're at
16 the microphone. 7 and 8, you're at the table.

17 Please state your name, for the record.

18 THE SPEAKER: Peggy Bridgman, and I live in
19 Bow. And I have a personal story to tell. Five years
20 ago my husband had a cardiac arrest. He had been
21 helping neighbors, putting in hay during the day, and
22 after dinner he started feeling unwell, so they called
23 the aid car, the local aid people who came. He was
24 feeling a little bit better when they came but
25 fortunately our neighbor said, you've got to go and get

1 checked out. So they put him in the ambulance, and his
2 heart stopped twice on the way to the hospital. If it
3 wasn't for the defibrillator and the ambulance and the
4 saint that-- an EMT named Robert Carroll, he wouldn't be
5 with us today.

6 Also, that is when he got into the cath lab his
7 heart stopped for a third time. The cardiologist put a
8 stint in his coronary artery, and he's doing well today.

9 If the ambulance had had to wait for a mile and a
10 half long coal train to pass, the third stoppage of his
11 heart would have happened on the road as well, and who
12 knows if the EMT could have pulled him through that or
13 would have happened after that.

14 Because of our concerns with the traffic issues
15 that would impede emergency service providers from doing
16 their job quickly, I urge you to study these issues all
17 along the rail line, from the Powder River Basin to the
18 Cherry Point terminal. Thank you very much.

19 MS. STRAUZ-CLARK: 7, 8, and 9. 7, you're at
20 the microphone. 8 and 9, you're at the table.

21 Please state your name, for the record.

22 THE SPEAKER: My name is Rick Poitras. I live
23 approximately four miles from where this proposed
24 facility is going to be, and I -- you have, I have been
25 involved with these projects. I'm a business rep

1 carpenters. I've have been involved with projects out
2 at Cherry Point for probably the last 20 years. There's
3 been several projects -- Pacific International
4 Terminals, and this project.

5 They're going through the environmental impact
6 process right now. And one thing we need to look at and
7 something that's near and dear to me is jobs. And
8 construction industry right now in this area, we're down
9 to 30 percent unemployment. You look at the national
10 average, the unemployment is 7.8 percent, 8.9 percent.
11 That's quite a bit. There is a lot of revenue that is
12 lost for my members and other folks in the construction
13 trades.

14 A project like this would bring stuff into our
15 community, as far as wages. It's been told to me
16 before, a construction job kind of relates to about
17 three and a half other jobs in the -- trickle down
18 affect in the economy.

19 The, this facility as its purposed right now, the
20 product that they have determined is coal. This
21 actually is a dry bulk shipping facility which will have
22 access in the future for "cod ash," corn, wheat, stuff
23 like that to be shipped overseas.

24 Anyway, we need the jobs. We need the tax dollars
25 coming into our community. Those trains, commerce is

1 going to travel up and down those tracks.

2 MS. STRAUSZ-CLARK: 8, 9, and 10. 8, you're
3 at the microphone 8 and 9 you're at the table.

4 Please state your name, for the record.

5 THE SPEAKER: David Long. I live at 874 East
6 Jackson Road in Bellingham, Washington. I was the
7 superintendent for Imperial Construction for about 17
8 years. I believe in a living way, being able to afford
9 a house, send your kid to college, and have a disposable
10 income. Having a disposable income is what keeps
11 communities thriving. It keeps all you small business
12 men in business because I can afford to go to a movie,
13 take my kids out to eat, buy a new car, boat, take a
14 vacation. It all trickles down, just like Rick Poitras
15 just said.

16 I worked on the foundation for this, to give you a
17 little history, over 20 years ago. We put two
18 foundations in for this, Pacific Terminal. At that time
19 what stopped the dock from being built out there is the
20 herring runs. As you know, as soon as the herring comes
21 up to a new piling, it has a heart attack and dies.

22 So I would like to see this project being built so
23 that we can have living wage jobs and support our
24 community with a disposable income. Thank you.

25 MS. STRAUSZ-CLARK: I'm just going to take a

1 quick pause here. As you might have noticed, the
2 balcony has opened, actually. So we're filling up here.
3 Thank you everyone who is coming now for being so
4 courteous and quiet I appreciate it.

5 Quickly before I restart comments, I just want to
6 make sure that the rules for the audience are very clear
7 for our new comers. We are limiting our comment time to
8 two minutes. In order for our Co-Lead Agencies up hear
9 to be able to hear everything that's being said and for
10 our transcriber to hear it, I'm asking that we keep it
11 absolutely quiet while people are speaking. That means
12 no clapping, and no booing. If you want to show your
13 support for something that the speaker is saying, you
14 may waive your hands or your sign. If you don't like
15 what you're hearing, we've all agreed that this is okay.
16 Please be respectful of people around you. Make sure
17 people around you can still see if you've got your sign.
18 And, of course, most importantly, respectful of the
19 speaker and our agencies up here listening. Make sure
20 that you're being absolutely quiet. Thank you.

21 I'm going to continue the numbering here. 9, 10
22 and 11. 9, you're at the microphone 10 and 11, you're
23 at the table.

24 Please state your name for the record.

25 THE SPEAKER: Ginny Darvill. I live just

1 south of the city limits of Mount Vernon. Any route
2 that I take to go downtown crosses the train track. A
3 few years ago I remember a little boy was hit by a train
4 in a major intersection of downtown. Unexpectedly later
5 I met that boy's father, and who introduced himself to
6 me "as the man whose son was killed." I think of him
7 every time I hear the train and cross the tracks. Yes,
8 it doesn't happen often, but there are seven at-grade
9 crossings in Mount Vernon city limits. And every town
10 along the tracks has such crossings, as well as homes
11 and businesses right next to the railroad -- parks and
12 schools as well.

13 The coal terminal in Bellingham would certainly
14 increase the number of trains. Trains will increase in
15 the future, but one project such as this would, as I
16 understand it, almost double the number of trains coming
17 through town. The infrastructure to make towns safer,
18 to make crossings safer is hugely expensive, and the
19 majority of the costs will be borne by local
20 governments, the state government; in other words, the
21 taxpayer.

22 I would like the EIS process to include study and
23 consideration of the affects of the coal terminal and
24 the increase train traffic on public safety along the
25 tracks and the cost to the local and state governments

1 of mitigating the rising risk of accidents of all kinds.

2 MS. STRAUSZ-CLARK: 10, 11, and 12. 10,
3 you're at the microphone. 11 and 12, you're at the
4 desk.

5 Please state your name, for the record.

6 THE SPEAKER: Leroy Rohde. I, I just would
7 like to speak on two items I think that you should be
8 considering constantly throughout this process. One is
9 variance and one is reasonable, what is reasonable. And
10 what I mean by reasonable is whether it's this company
11 or any company that wants to come into this city and do
12 business, is it reasonable to study things they have
13 absolutely no control over. When it comes to fairness,
14 again, I think you're setting a template for any future
15 companies that want to come and do business in our
16 state, and is it fair to make this study something that
17 we will not make any future company study also.

18 So I'm a taxpayer, homeowner. And I look at this
19 as, this kind of project will bring a lot of good jobs.
20 It will bring revenue into our communities. And as a
21 taxpayer and watching what's happening to our state and
22 local budgets, that revenue is definitely needed. And
23 if it, if the -- that's one thing I would like to see
24 you consider is the impacts economically to homeowners
25 and property taxpayers if the project is not built, and

1 how much more burden it will be placed upon us in the
2 future. Thank you.

3 MS. STRAUSZ-CLARK: 11, 12, and 13. No. 11,
4 you're at the microphone. No. 12 and 13, you're at the
5 table. Again, when you're sitting at the table, please
6 just fill out the blue card with just your name.

7 Please state your name, for the record.

8 THE SPEAKER: Ann Brooking. I would like you
9 to take a look at the herring and how this is going to
10 impact them, Puget Sound. I don't think running into
11 pilings really does hurt herring, but this more than
12 pilings. This is one of the last spawning areas, and
13 they've lost a lot of spawning areas from different
14 growth, and I'm rally concerned about it, extremely
15 concerned.

16 I'm concerned about the physical construction of
17 the terminal itself on the site of Cherry Point, on the
18 land and the water. I'm concerned about the coal dust
19 on top of the water and what affect that would have on
20 the fish. I'm concerned about the diesel/diesel fumes,
21 spills. We all know we all spill a little bit of fuel
22 when we're riding in vehicles. I'm concerned about the
23 stormwater. The stormwater is a major pollutant in the
24 Puget Sound, major. It's affecting the Orcas, the
25 Salmon. This is going to increase water. It's not

1 going to decrease it. There is going to be
2 infrastructure that has to -- there is going to be paved
3 roads to go over the roads. There's going to be ramps.
4 There's going to be increased traffic, increased lanes,
5 I'm concerned about the potential ship wrecks and the
6 spilling of coal, oil fuel. With a lot of traffic,
7 there is going to be some accidents. It's just the way
8 it is. I'm also concerned about acid rain coming over
9 this way from China. We can't burn it here. Why are we
10 going to be okay burning it on the other side of the
11 planet? This is important because herring are small.
12 They feed the salmon. The salmon feed the orcas. Our
13 fishermen are all relying on salmon, let alone are we
14 worried about the fishermen? I mean we need to keep the
15 jobs we have and support fishermen and tourism and food.
16 So thank you.

17 MS. STRAUZ-CLARK: 12, 13, and 14. 12,
18 you're at the microphone 13 and 14 you're at the table.

19 Please state your name for the record.

20 THE SPEAKER: Werner Bergman. The most
21 devastating impact of the transport of coal is the
22 long-term pollution as we've just heard some of the
23 characteristics before, and the poisoning of salmon.
24 And talking about the economic impacts, we're talking
25 about potential billions of dollars from the type of

1 disasters I'm about to discuss.

2 The biggest concern is derailment of the one and a
3 half mile long trains that occur with a high frequency.
4 The existing rail lines are old and poorly maintained.
5 Previous studies have also shown that the coal dust that
6 leaks along the tracks from these rail cars
7 significantly increases the chance of derailment.

8 These derailments would be bad enough, but a large
9 fraction of tracks running along the major rivers
10 through the Cascades. Thus putting the coal cars
11 derailed, there is a high probability that the coal will
12 fall into these rivers. In addition, the coal dust
13 spewing out along the tracks and the rail lines end up
14 in the water, and be washed out of the air by rain and
15 eventually will drain into the rivers and other
16 waterways. Once in the water -- and here's the key
17 point -- the mercury and other toxic materials in the
18 coal will leach out into the water and poison our waters
19 and fish. The impact will be destruction of the salmon
20 and the fishing industry and poisoning of our drinking
21 water.

22 There is an important history lesson that you
23 should be aware of. 150 years ago miners in the
24 foothills of the Sierra Nevada in California, used
25 mercury to extract gold. Today this mercury is still

1 seeping and into the many rivers and poisoning the fish
2 and severely limiting how much fish you can eat in
3 California. You have an opportunity to prevent this
4 long-term disaster by denying the permit. Thank you.

5 MS. STRAUSZ-CLARK: 13, 14, and 15. 13, you're
6 at the microphone. 14 and 15, you're at the table.

7 Please state your name, for the record.

8 THE SPEAKER: My name is Jerome Chandler --
9 oceanographer. I'm concerned about the big picture of
10 the use of coal at all. Since the industrial revolution
11 the amount of CO2 in the air has steadily increased
12 almost exponentially. We are concerned -- what happens
13 in the atmosphere, we speak of the greenhouse climate
14 change, disappearing glaciers, Greenland and Antarctica,
15 rising sea levels that happen to expose the glacier melt
16 as well as the -- expansion of the water because of the
17 sea. The carbon monoxide is released by burning coal,
18 especially -- only 45 percent goes into the atmosphere.
19 55 percent goes into the ocean, and that's dissolved in
20 the water, forms carbonic acid. This carbonic acid is
21 the bite you get when you drink a Coke. And -- take a
22 very thin piece of shell, open it, put it in there,
23 reseal the bottle, come back after awhile and see what
24 happens to the shell. It dissolves. The carbonic acid
25 dissolves calcium carbonate in the shell. The basic

1 part and the bottom of the food chain is our plankton.
2 Zooplankton and the larval forms oyster, clams and other
3 shell fish. Also our coral is significant, very much on
4 this and severely affected by the acidity of the ocean.
5 It is true, the ocean is a battle. It's become more and
6 more acidic. Why should we export our coal to China so
7 that still they ruin the same air. We're outlawing it
8 here. Why should we let it be exposed there? Thank
9 you.

10 MS. STRAUSZ-CLARK: 14, 15 and 16. 14, you're
11 at the microphone. 15 and 16, you're at the table.

12 Please state your name, for the record.

13 THE SPEAKER: Carolyn Gastellum, Skagit
14 County. Our family came to Skagit 23 years ago because
15 of the North Cascade National Park. Our first
16 grandchild was born in July. So this issue is personal
17 to me. I want her to have a future free from the most
18 devastating impacts of climate change. As someone who
19 has lived in 11 of our national parks and who has worked
20 to protect and preserve them for future generations, I
21 agree with scientific data that shows the mining
22 transport and burning of coal engages the future health
23 and wealth of everyone's kids and grand kids due to
24 massive releases of CO2 in the atmosphere. From SEPA,
25 quote, The Agency perspective should be that each

1 generation is in affect a trustee of the environment for
2 succeeding generations. Particular attention should be
3 given to the possibility of foreclosing future options
4 by implementing the proposal. Under SEPA and NEPA,
5 federal and the state agencies have an obligation to
6 consider barring application to this project, including
7 climate change impact.

8 Please study the -- releases of CO2 from this
9 proposed project over it's possible years of operation
10 due to the mining, transport, export, and burning of
11 this coal, and further the -- the changing affects it
12 would have. You're accumulative analysis for the
13 proposed GPT, study all the potential negative,
14 economic, health, cultural, and climate change impacts
15 from the mining, transport, export, and burning of coal.
16 That would be -- for Cherry Point. We must not
17 foreclose our future options for our children and
18 grandchildren by accommodating the burning coal any
19 place on this planet. It's time to transition away from
20 coal and towards clean, renewable energy and all the
21 knew jobs already being created in those industries.

22 MS. STRAUSZ-CLARK: 15, 16 and 17. 15, you're
23 on the microphone. 16 and 17, your at the table.

24 Please state your name for the record.

25 THE SPEAKER: Nancy O'Connor. I didn't come

1 prepared to speak, but I realized that I have a unique
2 position and quite a bit to offer.

3 Six years ago we bought our home with a half an
4 acre of land backing up to the railroad tracks. And we
5 had lived down the street with the railroad tracks
6 behind us, as well, and thought nothing of purchasing a
7 \$360,000 home that backs up to the railroad tracks, a
8 beautiful home on a half an acre in town.

9 I'm a mother and a grandmother and I would ask that
10 the study, as you prioritize and evaluate jobs for
11 people in Bellingham, that you add up all of the yards,
12 the backyards, the families between the mind and
13 destination of the coal terminal.

14 Shortly after -- within ten days is when the first
15 coal train came by our back yard. Our wonderful, little
16 dog, who had never once left the yard, found his way out
17 and was cut in half by a coal train. The sound and
18 vibration upset him, and it made him determined to
19 protect us in the only way he knew that he could.

20 I'm looking for physical, emotional and financial
21 well being.

22 In the time that the coal trains have started, we
23 have witnessed 24 inches above the top of the train of
24 uncovered coal. We have lack of sleep, broken windows,
25 dishes and pictures have fallen off our walls. That had

1 never happened before. The foundation results -- \$1200
2 worth of -- flooding into our basement. The sewer line
3 broke on our home and both neighbors homes in the same
4 three day period which cost us all \$900 each.

5 My family won't stay with me. The babies cry, and
6 they can't sleep. I people that people be considered in
7 a mathematical balance to jobs created.

8 MS. STRAUSZ-CLARK: 16, 17, and 18. 16,
9 you're at the microphone. 17 and 18, you're at the
10 table.

11 please state your name, for the record.

12 THE SPEAKER: My name is Ramon Hayes. I'm the
13 mayor of the Town of La Conner. And thank you for
14 putting together this forum.

15 I know there is a lot of feelings of many of you
16 here today totally opposed to the concept of coal as an
17 energy and then those who say, hey, we need the jobs.
18 All of those positions are understandable, but the more
19 I look into this, the more questions I have. And I'm
20 certainly not comprehensively informed entirely to my
21 satisfaction on this issue.

22 It seems to me the more questions I ask, the more
23 questions get raised. Several of those questions if the
24 terminal at Cherry Point is not constructed, will those
25 trains simply still come through this area and right on

1 up to Canada, and is there anything we can do to control
2 the flow of traffic with trains in an increased number?

3 So my comment today and with the many mitigation
4 issues involved with this situation, but the one that I
5 would like to highlight if, in fact, those trains aren't
6 -- is transportation, and transportation absolutely has
7 to be a component of your study and the impacts that
8 would affect many people, not only in Bellingham and
9 other areas, but the area I'm concerned about is Skagit
10 County along the I-5 corridor, to be quite honest with
11 you.

12 I believe that those that would benefit, the
13 companies from this would have to participate also
14 financially in funding those infrastructure improvement
15 projects.

16 So that's my comment, and I thank you for your
17 time.

18 MS. STRAUZ-CLARK: 17, 18 and 19. 17, you're
19 at the microphone. 18 and 19, you're at the table.

20 Please state your name for the record.

21 THE SPEAKER: My name is Brad Whaley, and I
22 live at 20299 Gardner Court, Burlington. My wife and I
23 own a business in Burlington which is located less than
24 a block from the railroad tracks running north and south
25 and the spur that runs west to Anacortes and east to

1 Sedro Woolley. Currently there is an average of 12
2 trains that run through our town every day. That
3 doesn't include the trains that run through to Anacortes
4 or Sedro Woolley. We see the congestion that's caused
5 when the train comes through town.

6 It concerns me that these proposed 18 to 20 north
7 and southbound trains will be added each day if the coal
8 terminal is constructed. Each train -- you know, we're
9 talking about mile and a half trains. To add to that,
10 it takes about 15 to 20 minutes to get through town. So
11 if you do the math -- between that and the proposed
12 Tethys water plant that's being constructed in
13 Anacortes, it would result in an addition 10 trains,
14 that's four hours of additional congestion every day.

15 We're a small business in a small community, and
16 many of these small communities strive to stay active
17 and vibrant, and this is going to have nothing but a
18 negative impact.

19 So when you talk about job creation, let's talk
20 about net job loss.

21 MS. STRAUSZ-CLARK: 18, 19, and 20. 18,
22 you're at the microphone. 19 and 20, your at the table.

23 State your name for the record.

24 THE SPEAKER: My name is Mike Olpin. I'm a
25 physician. I practice emergency medicine in the valley

1 since 1975, and I retired a few years ago. I was the
2 president of North Cascade Emergency Physician that
3 staffed both the hospitals in the valley, United General
4 and Skagit Valley Hospital. I was on the receiving end
5 of the emergency vehicles and private citizens that came
6 for emergency care to these hospitals, and I saw over
7 and over the delays, and one of the lessons that I
8 learned from this time was the critical importance of
9 seconds and minutes, and the danger of minute delays
10 resulting in the death or injury or worsening condition.

11 I, I believe that this is a critical factor that
12 should be studied, the delays of the vehicles. And I
13 think all of us that live in this valley have sat on a
14 road at a siding when the train has been passing and the
15 delay is obvious. Thanks.

16 MS. STRAUZ-CLARK: 19, 20, 21. 19, you're at
17 the microphone. 20 and 21, you're at the table.

18 Please statement your name, for the record.

19 THE SPEAKER: My name is Rich Long. I'm a
20 commercial fisherman for 45 years. I have lived in
21 Mount Vernon for 42 years. I'm concerned about the
22 impact this proposed project will have on the health
23 salmon and steelhead populations in Washington, Oregon,
24 Idaho, and Alaska While the populations of salmon and
25 steelhead have declined to dangerous low levels already

1 in the Northwest, 27 of 52 evolutionary units are
2 engaged and threatened. Commercial fishermen will
3 become instinct.

4 Please study the impact that PAHs, polycyclic
5 aromatic hydrocarbons will have on the health of salmon
6 and steelhead. These PAHs will come from the millions
7 of gallons of diesel exhaust, particulates from the 18
8 more trains per day, each train has four diesel engines,
9 from Wyoming to Cherry Point, the 890 container ships
10 per year from Cherry Point through the San Juans and
11 through the Unimak Pass and Alaska. It will come from
12 coal dust; uncovered train cars; the 200, plus million
13 pounds of coal dust blown from stock pile at Cherry
14 Point; marine pilings; railroad ties; the aging
15 creosote. Adding these PAHs poses a significant risk to
16 an already fragile fisheries environment. Diesel
17 exhaust with 20 to 100 times more particles than
18 gasoline exhaust.

19 PAHs have been found in river water samples, in
20 bile of the stomach contents of juvenile salmon, and
21 several of estuaries in Northwest. Exposure to the PAHs
22 can impair salmon growth, cause physical and
23 developmental abnormalities, reduce disease resistance,
24 disrupt reproduction.

25 I ask you for a study of the cumulative affects of

1 PAHs on the proposed project, in addition to existing
2 and future rail shipping from Wyoming through the --
3 MS. STRAUSZ-CLARK: 20, 21, and 22. 20,
4 you're at the microphone. 21 and 22, you're at the
5 table.

6 Please state your name, for the record.

7 THE SPEAKER: My name is Gail Love, and I live
8 in Marysville. I'm concerned about the possibility of
9 this coal export terminal being built at Cherry Point
10 would affect my financial future.

11 I'm a Marysville property owner and operate a small
12 business. I live a couple blocks from the railroad
13 tracks.

14 I believe that the purpose 18 additional trains a
15 day, each up to a mile and a half long, would have a
16 devastating affect on our city.

17 Having lived in Marysville for 50 years, I have
18 seen how the increasing volumes of trains has
19 contributed to our traffic congestion.

20 As it is now, we have to wait up to nine minutes
21 for the current 60 to 75 car trains. The one and a half
22 mile long coal trains, which they're proposing, would
23 increase that wait by several minutes. I always need to
24 plan in extra time when I need to get to a destination
25 on the freeway side of the tracks. This will be greatly

1 increased if this terminal is built.

2 Because of the layout of the Marysville area, you
3 have to cross the tracks to get from Marysville to I-5
4 and vice versa. using our 4th Street exit to leave
5 town, I often have been in the back up that starts at
6 the tracks, lines up to the main street of State, and
7 from there goes in three directions -- north and south
8 on State, east and west on 4th. The back up is also on
9 the west side of the tracks, down Marine Drive and the
10 exit ramp into Marysville and along the freeway. More
11 than once I have been in these back up on I-5 because a
12 train was preventing us from entering Marysville. This
13 is dangerous, especially on dark, rainy, gray days. The
14 back ups at the 88th Street exit present the same
15 situation.

16 All of this affects shopping, business needs,
17 getting to and from work, et cetera. Being a proud,
18 long-time resident and small business owner, I'm very
19 concerned how this large increase of train traffic and
20 delays will affect my livelihood and the livelihood of
21 all the businesses in Marysville. My property is part
22 of what I'm planning on using for my retirement, and I
23 believe these trains will negatively affect property
24 values. I want Marysville to prosper. But if getting
25 in and out of Marysville is a burden, people will go

1 elsewhere to do their shopping and take care of their
2 business needs.

3 MS. STRAUSZ-CLARK: 21, 22, and 23. 21,
4 you're at the microphone. 22 and 23, you're at the
5 table.

6 I'm just going to make a brief announcement. We
7 are, I believe, at capacity, and there are still people
8 waiting outside. So if you've made your comments and
9 you feel like you've listened enough, feel free to, if
10 you'd like, step out and let someone else come in for a
11 bit. Also I hear a couple of cell phones. I ask
12 everybody to take a moment to look and make sure your
13 cell phone is turned off. It's very distracting for the
14 person at the microphone.

15 Sir, can you state your name for the record.

16 THE SPEAKER: My name is Roger Ridgeway, and I
17 live in Mount Vernon, up the hill, in the Hill Crest
18 Park area. I'm an active participant in the Mount
19 Vernon Downtown Association, and it's on behalf of Mount
20 Vernon Downtown that I speak. I believe you should
21 consider the impact on numerous coal trains that run
22 between those of us who live up on the hill and those
23 further east on our access to downtown and our
24 willingness to put up with the hassle of long waits for
25 trains to pass. Mount Vernon downtown will become less

1 connected to people in my neighborhood and we with
2 downtown.

3 But the impact on the trains on businesses in
4 downtown Mount Vernon goes way beyond that. The City of
5 Mount Vernon and the downtown merchants and citizens who
6 care about downtown Mount Vernon and its rebirth as a
7 vibrant, historic center for art, commerce, dining, and
8 entertainment have formed a partnership that is bringing
9 and will bring new life to downtown. The Riverfront
10 Park now about to enter into a new phase in its
11 development will be attractive to visitors to downtown.
12 But those visitors will have to cross the railroad
13 tracks hogged by as many as 18 mile-and-a-half trains
14 each day. The wait they will experience will be a
15 discouraging annoyance. Beyond that, when events like
16 the Tulip Festival and downtown Tulip Fair are underway,
17 traffic backup could well become a serious hazard, as
18 cars are lined up back on to I-5.

19 Moreover the warm and intimate "feel" of our
20 historic downtown will be chilled by the long, loud and
21 incessant coal freights.

22 MS. STRAUSZ-CLARK: 22, 23 and 24. 22, you're
23 at the microphone. 23 and 24, you're at the table.

24 Please state your name, for the record.

25 THE SPEAKER: My name is Walter Pfahs. I'm a

1 retired school counselor and a Headstart director. I
2 was a school counselor at a elementary school less than
3 four blocks away from the train tracks. During my
4 15-year career at the school, I had many instances of
5 children being unable to sleep, several families made
6 lots of efforts to move away from the train tracks
7 because all the noise at night. If this increases, it's
8 really going to affect a lot of the kids in our
9 building.

10 The second I'd like make is that some of our school
11 buses cross the tracks six or seven times a day, loaded
12 with kids, and we all know that they learn something on
13 the bus when they are there, but they don't learn how to
14 read and they don't learn how to write and do math. So
15 one potential impact would be that the school would have
16 to lengthen the school day because of transportation.
17 The added cost of hire or increased bus load at times on
18 the school system. Also the fuel those buses will burn
19 keeping the bus warm and all those children sitting
20 traffic are all factors that I think would impact the
21 decision, and many of the things I've already mentioned.
22 Thank you.

23 MS. STRAUSZ-CLARK: 23, 24 and 25. 23, you're
24 at the microphone. 24 and 25, you're at the table --

25 THE SPEAKER: My name is Ed Gastellum, and I'm

1 from Skagit. I'm a retired national park service
2 manager. Having worked in some of the crown jewels such
3 as Grand Canyon, Yosemite, and our North Cascade
4 National Park, I am concerned about the potential
5 environmental impacts burning Powder River Basin coal in
6 China would have on the pristine Class 1 Air sheds in
7 protected national parks in the state of Washington.
8 There are also numerous Class 1 Air Sheds in Forest
9 Service Land.

10 In a study done by the Harvard Medical School in
11 2011, they looked at the hidden cost of coal production
12 and determined that cost to be "\$345 to \$500 billion a
13 year. They looked at the life cycle of coal tracking
14 the multiple human, health environmental impacts of coal
15 from mining to transportation to combustion in coal
16 power plants and the resultant waste stream."

17 What we don't know is the effect burning coal from
18 the Powder River Basin to China will have on these
19 protected Class 1 National Parks and wilderness
20 designated lands.

21 Please study the effects of greenhouse gases,
22 Nitric Oxides and other heavy metals like mercury will
23 have on forests, streams, and glaciers of these three
24 parks and wilderness areas. Global green house effects
25 are already being felt in the Pacific Northwest. How

1 will the additional pollutants and green house gases
2 affect the Chinook Salmon, an endangered species that
3 depend on the upper reaches of rivers fed by melting
4 glaciers. All salmon and steelhead depend on the cold
5 glacial fed streams to spawn. If the glaciers
6 disappear, what effect would this have on all the salmon
7 that is part of our food chain? Could this affect be to
8 create additional engaged species if glaciers disappear?

9 This is not a good project. Costs are too
10 prohibitive to mitigate.

11 MS. STRAUSZ-CLARK: 24, 25, and 26. 24,
12 you're at the microphone. 25 and 26, you're at the
13 table.

14 Please state your name, for the record.

15 THE SPEAKER: My name is Linda Baker. I live
16 on South Third Street in Mount Vernon. The train tracks
17 run immediately behind my home, and I have many concerns
18 about this increase of 18 coal trains per day, as do
19 many of my neighbors.

20 One major concern is the increased coal dust and
21 diesel emissions in our air. What would be the harm to
22 our from breathing in both coal dust and diesel
23 emissions daily? What about idling diesel engines
24 sometimes sitting for up to an hour or longer behind our
25 homes, spewing out diesel exhaust.

1 Diesel exhaust contains toxic compounds in very
2 particles which are carried deep into the lungs and
3 therefore can cause serious harm to our health: heart
4 disease, lung disease, cancer, high blood pressure, and
5 neurological diseases such as Parkinson's and
6 Alzheimer's.

7 As far as breathing in coal dust, BNSF estimates
8 each uncovered car can lose 500 pounds of coal dust from
9 Wyoming to Western Washington; so one train with 125
10 cars could lose 31 tons of coal dust along the route.
11 We know that coal dust contains dangerous heavy metals,
12 like mercury, and causes lung disease, such COPD and
13 asthma.

14 Therefore, I ask for a cumulative environmental
15 impact study using the most advanced scientific
16 knowledge to assess the effects of coal dust and diesel
17 exhaust on hundreds of thousands of people living along
18 the coal tracks from Wyoming to Cherry Point. What are
19 the risks? Who will suffer them? What children and our
20 seniors? We must have a serious study and full
21 disclosure of the real risks to all our people.

22 MS. STRAUSZ-CLARK: 25, 26, and 27. 25,
23 you're at the microphone. 26 and 27, you're at the
24 table.

25 Please state your name, for the record.

1 THE SPEAKER: My name is Sandra Palm from
2 Bellingham, Washington. Today I would like to address
3 one element related to the current proposal: that
4 being, nearshore marine habitats, including eelgrass
5 meadows.

6 I have been involved with eelgrass since the 1990s.
7 I mapped eelgrass meadows in urbanized Bellingham Bay
8 for the Department of Ecology and researched an eelgrass
9 -- Manila Clam food web relationship pertaining to
10 Padilla Bay and in Padilla bay. With funding from the
11 US Fish and Wild Life Service, a unique aquarium was
12 displayed at our local community aquarium in Bellingham.
13 The purpose of it was to educate visitors about eelgrass
14 meadows and its interconnections: from plankton to
15 forage fish to the signature animals of our region --
16 salmon and orcas.

17 Eelgrass meadows and their functional values are
18 important aspects of land use and shoreline management.
19 This was one of key points for applying the original
20 conservancy shoreline designation to the Cherry Point
21 area in the 1970s; that being to support herring
22 spawning and rearing, as well as salmon rearing.

23 In 2000, this importance was underscored when the
24 area was designated as the Cherry Point Aquatic Reserve
25 and in 2010 when the Cherry Point Aquatic Reserve Plan

1 was adopted.

2 Based on this history, please study potential
3 effects to eelgrass meadows and other nearshore habitats
4 caused by coal dust, coal pellets, and ballast water,
5 specifically relating to water clarity, marine water
6 chemistry, substrate chemistry and characteristics, and
7 changes in diversity and abundance that could impact
8 commercial harvest of salmon and crab by both treaty and
9 non-treaty fishers.

10 In addition, please include the findings as part of
11 a cumulative area-wide EIS which addresses potential
12 coal-related impacts to all nearshore habitat at all
13 proposed shipping terminals and along coal supply routs.
14 Thank you.

15 MS. STRAUSZ-CLARK: 26, 27, and 28. 26,
16 you're at the microphone. 27 and 28, you're at the
17 table.

18 THE SPEAKER: Hello. My name is Bob Smith.
19 I'm a full-time commercial fisherman. I fish off the
20 coast of Washington, Oregon, California and the Bearing
21 Sea. And my primary fish is salmon. I'm concerned in
22 the spring each year I have to fish off the Washington
23 coastline, off of Cape Flattery. I'm out there drifting
24 30 miles offshore. I fish -- there from to the south.
25 I will be drifting in a zone where the ship traffic will

1 provide extreme hazards with the number of ships that
2 will be coming though. I, along with other fisherman
3 are exposed to the same dangers with the large number of
4 vessels that come in and out of the Strait of Juan de
5 Fuca I come in and out of the Strait of Juan de Fuca
6 after a three or four day trip to sell my fish in Neah
7 Bay. But I will be out there moving through the traffic
8 of those vessels, trying to catch fish and trying to
9 stay alive.

10 And the other thing I'm concerned about is that in
11 my time of fishing off the coast of Washington I have
12 watched the ocean temperatures warm up. No longer are
13 the fish in their usual and custom places. The last
14 when I was fishing off the Washington coast, the fish
15 had moved into close to the shore -- unusual to have
16 with 100 feet of -- 100 feet of water and the shore, but
17 that's where the King salmon were this past summer.
18 That was an extremely unusual circumstance. And I think
19 that has to do with the water temperatures. The tuna
20 are coming in much closer, too, and at a much earlier
21 time. So the impacts of systemic causation because of
22 global warming, that it's causing these ocean
23 temperatures to heat up are becoming obvious. The
24 herring are -- over the past three years, I've watched
25 that the herring schools aren't as plentiful in the

1 ocean as I saw them in the past over. That, too, sob
2 something taken into consideration.

3 MS. STRAUZ-CLARK: 27, 28, and 29. 27,
4 you're at the microphone, 28 and 29 at the table.

5 Please state your name for record.

6 THE SPEAKER: Hello, my name is Lori, and I
7 represent the Alliance of Northwest -- Transport. We're
8 a coalition of more than 40 organizations across the
9 Northwest -- 230,00 employees, 40,000 businesses.
10 Personally, I'm a mom, and I care about the environment.
11 One of the most important, valuable assets is our
12 position in the Pacific Rim, as well as our resource
13 economy. Four out of ten jobs in our region are trade
14 related. Another one of our strengths are our port
15 facilities related transportation infrastructure that
16 moves commodities and products effectively in and out of
17 our ports.

18 This terminal and others like it will create good
19 jobs. As a state with unemployment above the national
20 average and is routinely forced to cut funding to our
21 schools, Washington needs the jobs and tax revenue that
22 I believe these project will create.

23 This terminal will undergo a -- environmental
24 review and meet or exceed all of standards. The reason
25 we have an environmental impact statement is to bring up

1 issues of concern and find ways that is mitigated into
2 the future. All we are asking is that process run its
3 course.

4 So please we ask that you study this proposal,
5 address environmental concerns, but we also ask that you
6 remember the concern that we have today about the
7 economy in the Northwest. Thank you.

8 MS. STRAUSZ-CLARK: 28, 29, and 30. 28,
9 you're at the microphone. 29 and 30, you're at the
10 table.

11 State your name, for the record.

12 THE SPEAKER: Chris Sole. I live Bow. I have
13 a farm in Mount Vernon. I'm concerned about the rural
14 crossings that will not be mitigated and that theses
15 will be cut off. The Town of Blanchard has two
16 crossings, railroad. That is the only way in and out of
17 town. I was at an event here a couple weeks ago, and we
18 actually had to stop at both of those crossings because
19 of a slow-moving train.

20 I'm concerned that those small towns will be
21 basically cut off completely -- and the unknown and
22 schedule and nature of traffic.

23 I'm also concerned about farming in the valley. I
24 have crossed the tracks with tractors, with farm trucks,
25 and so I'm concerned about access, having to go across

1 the tracks that is outfield -- farm. My neighbors have
2 to cross those tracks daily with trucks and tractors.
3 And every time they have to slow down that cost us
4 money. That's not a freebie. That is costing us money
5 for wages and fuel that we have to operate there.

6 I am also concerned about the passage of rails, if
7 it's being used up by large coal trains. The few rail
8 cars that are carrying fertilizer, carrying grain out of
9 the area are going to be impacted and possibly have to
10 switch over to other means of transportation if capacity
11 is not there for them.

12 I'm concerned about the trucks that have to carry
13 supplies in and out of farms that cross the railroad
14 tracks throughout the -- road. There's a major trucking
15 company out there that crosses the tracks daily with
16 dozens, if not a hundred trucks a day going across those
17 tracks that are impacted, and adding costs to that
18 business, to our economic advantages to growing food
19 here to be going away if we have to give more money.
20 Thank you.

21 MS. STRAUSS-CLARK: 29, 30, and 31. 29,
22 you're at the microphone. 30 and 31, you're at the
23 table.

24 please state your name, for the record.

25 THE SPEAKER: Hi, I'm Kate Bowers from Bow.

1 Are slick wolves in sleep's clothing cynically offering
2 us much needed jobs and money for our local economy?
3 Think frankenstorm. Major spill. Our federal marine
4 sanctuary. Dead. Orcas dead. Fishing. Tourist
5 industry dead, the future of our children.

6 GPT's plan is bringing in the safety manuals.

7 GPT's Whatcom application states that a
8 "site-specific emergency response plan would be
9 developed and kept available at the terminal at all
10 times. Spill and response measures would be implemented
11 following an emergency or release of dangerous
12 materials... coordinated with ALCOA and BP."

13 Remember the BP Gulf Oil Spill emergency response
14 plan?

15 After Fukushima radio active iodine 131 was fed to
16 infants through tainted drinking water. Bhopah,
17 Chernobyl, Three Mile Island, BP Gulf Spill, Exxon
18 Valdez spill... all had a safety plan.

19 Prince William Sound was court ordered to receive
20 \$4.8 billion in punitive damages paid by Exxon for a
21 failed safety plan. Silk stocking lawyers for Exxon got
22 it down to \$504 million (a month's profits).

23 Children are particularly susceptible to the
24 consequences of environmental disasters.

25 Warren Buffet made 10.2 billion in 2011. Peabody

1 Energy's Gregory Boiyce made 30.6 million. Goldman
2 Sachs' President, Lloyd Blankfein made 16.2 million.
3 SSA's CEO, Jon Hemingway probably did okay, too.

4 This project could garner 1000 percent profits.

5 Make these rich corporations pay an up front \$50
6 billion damage deposit so silk stocking lawyers can't
7 make --

8 (Audience erupts in applause.)

9 MS. STRAUZ-CLARK: Thank you.

10 THE SPEAKER: No, I'm not done --

11 MS. STRAUZ-CLARK: No.

12 (Audience boos.)

13 MS. STRAUZ-CLARK: Do I need to go through
14 the rules again?

15 (Audience erupts in applause.)

16 MS. STRAUZ-CLARK: No. No. No. I'm not
17 going to be able to take any more comments. I
18 appreciate all the enthusiasm. Thank you for following
19 the rules and use your hands. I know it's not as
20 exciting as clapping, but I please ask you to respect
21 the rules, okay? Thank you.

22 Let's call No. 30, 31, and 32. 30, you're at the
23 microphone, 31 and 32 at the table.

24 Please state your name, for the record.

25 THE SPEAKER: I'm Joline Bettendorf. I live

1 in Mount Vernon, less than half a mile from the railroad
2 crossing.

3 Thank you to the agencies for this -- taking our
4 concerns so seriously and being concerned about the
5 scope of your concerns about the Gateway Pacific
6 Terminal.

7 We are concerned about the broad implications of
8 the results of this projects. Those of us opposed to
9 Gateway Pacific Terminal Project have formed our
10 opinions though study of the complicated, broad,
11 multiple parts, and far reaching impacts of the proposed
12 GPT.

13 My request to these agencies is for you to do the
14 same. I ask for a broad-based, integrated,
15 comprehensive, cumulative study of the total impacts of
16 the entire project. Cumulative effects should be both
17 narrowly and widely considered to make reasonable
18 projections about the effects of the entire project.

19 Narrowly considered, what is realistic to expect by
20 the numbers of jobs created and the numbers of jobs lost
21 in our region. Study of comparable facilities would
22 yield reasonable estimates.

23 Narrowly considered, extra tax money may be a boon
24 to Whatcom County government. Broadly, what will the
25 accumulated cost to improve already badly maintained

1 rail facilities along the entire line mean to the entire
2 state?

3 Broadly, how will additional coal burned in Asia impact
4 the West Coast's air and water pollution?

5 What will be the cumulative effects on buildings in
6 our historic downtowns from the vibrations from these
7 heavy trains?

8 Cumulative studies should project the effect of
9 dust emitted as coal is loaded into the ships. Of the
10 kinds of pollutants added to Puget Sound waters from
11 normal traffic of capesize ships and of what an accident
12 would mean to these waters, shores --

13 MS. STRAUSZ-CLARK: Thank you.

14 31, 32, and 33. 31, you're at the microphone. 32
15 and 33, you're at the table.

16 Please state your name for the record.

17 THE SPEAKER: My name is Barbara Jackson.
18 There is so -- which our way of life here in the Pacific
19 Northwest could be negatively affected if the coal port
20 terminals are permitted to be built and the massive
21 coal trains increased.

22 One of my greatest concerns is our rapid climate
23 change and global warming. Our industrialized and
24 technically driven planet is experiencing a warming
25 trend in a brief span of history that has previously

1 happened over thousands of years.

2 In the wake of last week's history making Hurricane
3 Sandy, those who are in denial about global warning are
4 having to take another, more serious look at what is
5 happening.

6 Bob Waters of SSA Marine said in a phone conference
7 on October 25th that we have enough coal in the United
8 States to last one hundred years. That's at present
9 rate of use. That's actually a very short time in which
10 to use up our total resource, as well as speed up the
11 climate changes we're already experiencing.

12 The key -- impacts, including measurable sea rise,
13 potential land slides, and coal trains induce
14 earthquakes being researched right now at the University
15 Washington -- will be disastrous, not only to our way of
16 life, but to life itself.

17 Please, for the sake of my 17 great grandchildren
18 who would suffer the brunt of this disaster in the
19 making, please study very carefully the global warming
20 aspects in the environmental impact study. Thank you.

21 MS. STRAUZ-CLARK: 32, 33, and 34. 32,
22 you're at the microphone. 33 and 34, you're at the
23 table.

24 Please state your name for the record.

25 THE SPEAKER: My name is Jodie Buller. I'm

1 the marketing and outreach manager at Skagit Valley Food
2 Coop which is an anchor business in downtown Mount
3 Vernon. We employ about 145 staff. We all park right
4 next to the tracks. It's an experience when the trains
5 go by. I'm also on the organizing committee for the
6 Mount Vernon Downtown Association, and we have been
7 spending a lot of time and effort looking to revitalize
8 and lift up. I'm pretty concerned on a number of
9 levels, and I think it's been amazingly articulated so
10 far, the depth and breadth, the scope, if you will.

11 The work we have been doing is to build good
12 business. That is the triple bottom line, not just
13 profit of people and place. That's one of my primary
14 concerns about big coal and exporting coal in general.
15 I think we're done doing that, and I think we can no
16 longer afford to.

17 I would request that you study these local
18 mitigate-able concern at railroad crossing and how they
19 will impact local businesses, not just the coop which
20 receives a bunch of different deliveries form local
21 farmers, from I-5, people who need to cross tracks all
22 the time. How much would it cost to mitigate those sort
23 of impacts on our business, on all sorts of local
24 communities? There are downturns all along -- there are
25 junctions all along -- the scope could apply widely.

1 I'm also concerned about the little communities that
2 don't have downtown --

3 I also request study the "unmitigate-ables."
4 Quality of life, are agricultural battles, what we do if
5 we lose our food shed, our water shed, our air shed. I
6 think we're brilliant. I think we can do this. There
7 are other jobs and stuff that first do no harm.

8 MS. STRAUSZ-CLARK: 33, 34, and 35. 33,
9 you're on the microphone, 34 and 35 at the table.

10 Please state your name for the record.

11 THE SPEAKER: Feryll Blanc. My husband and I
12 have and I have commercial fished for Salmon in Alaska
13 for 40 years, in Kodiak.

14 We experienced the disastrous effects of the oil
15 spills in 1989 from the Exxon Valdez. I am concerned
16 about the reasonably, foreseeable possibility for oil
17 spill disasters in Unimak Pass involving GPT's thousand
18 foot long K Class bulk carriers traveling this path 960
19 times a year which will increase the traffic by 20
20 percent that presently passes there.

21 Applying the facts, please study the effects of
22 Unimak Pass' shipping lane. Shipping lanes,
23 navigational -- and risk of collisions with other --
24 vessels. Should GPT's K Class ships flounder in Unimak
25 Pass, leaking its bunker fuel, there is no appropriate

1 sized rescue tug, nor oil spill response in place nearer
2 than 880 miles away, five day's tug travel time in best
3 weather from the Prince William Sound.

4 GPT's foreign flag K ships aren't required to
5 adhere to our Coast Guard's -- or requirements. And
6 Unimak is a federally designated international water.

7 Therefore, please study the impacts of those two
8 aforementioned alarming topics effecting the promise of
9 the safe shipping of coal.

10 Please also study the accumulative impacts of the
11 four more additional proposed coal terminals at this
12 time at Washington and Oregon. Increasing K ship
13 transit by 960 additional passes per year.

14 MS. STRAUSZ-CLARK: Okay. We're going to take
15 a quick pause because Alice Kelly is going to replacing
16 Jeannie Summerhayes for the Washington State Department
17 of Ecology and Jeff -- is going to be replacing Tyler
18 Schroeder for Whatcom County.

19 In the meantime I'll call the next numbers. 34, at
20 the microphone. 35 and 36 at the table.

21 THE SPEAKER: My name is Brenda Cunningham. I
22 live in Mount Vernon. I'm the Vice President of Skagit
23 Land Trust, and I'd like to submit a request on behalf
24 of the Trust. Skagit Land Trust is local nonprofit that
25 works to protect natural areas throughout Skagit County

1 for the benefit of future generations. We request that
2 the environmental impact statement for the proposed GPT
3 take into account direct, indirect, and cumulative
4 impacts of this project, including impacts along the
5 rail corridor in Skagit County.

6 Skagit Land trust has identified priority areas for
7 their conservation work. Our submitted letter details
8 several habitat types that could be impacted and thus
9 warrant study. This includes the western edge of the
10 Chuckanut Mountains, where a unique interface of marine
11 and older forest occurs. This area is all that remains
12 of an unbroken forest corridor that once connected the
13 saltwater shoreline of Puget Sound to the glaciers of
14 the Cascade Mountains. We ask that you examine the
15 impact of increased commodity train traffic and possible
16 expansion of rail lines, siding and tunnels along this
17 rare coastal area in order to determine the potential
18 impacts on wildlife, forest and marine ecosystems and
19 marine-related industries that require clean water. We
20 ask that you study the immediate and long-term impacts
21 on terrestrial and marine areas of Chuckanut and Samish
22 Bay from the intrusion of coal dust, diesel particulate
23 and noise and the effects on wildlife migration from the
24 increased rail traffic. We also ask that you study the
25 impacts to these environments should sidings and

1 construction be needed to accommodate additional trains.

2 Thank you for the opportunity to comment.

3 MS. STRAUZ-CLARK: 35, 36, and 37. 35,
4 you're at the microphone. 36 and 37, you're at the
5 table.

6 Please state your name for the record.

7 THE SPEAKER: My name is Geraldine Halberg. I
8 live just three miles north of Sedro Wooley in rural
9 Skagit County. My profession is urban planner, and
10 though I am mostly retired now, I really appreciate the
11 opportunity to learn the wisdom of carefully measuring
12 impacts of our actions. And, therefore, I appreciate
13 the opportunity to testify today and to suggest items
14 for the scope of your EIS. Thank you very much for
15 providing this opportunity.

16 Living near and in rural Skagit County is a true
17 joy because of your wealth of natural resources.
18 Resources that provide jobs in farming, forestry, and
19 fishing. The contradiction for me is at the very same
20 time as you've heard from numerous people testify, our
21 entire world is in a head-long rush towards irreversible
22 climate change. Therefore, I ask that the scope of the
23 EIS include impact on the climate change very broadly.
24 By that I mean, the impacts that start at the mines and
25 continue on through the end users of the coal.

1 Secondly, I ask that you study the costs to Skagit
2 County and other communities along the route to upgrade
3 the crossings and other infancy of infrastructure
4 burdens.

5 And finally, as a planner well aware of how
6 information can be presented in a very complex way, I
7 ask you to clearly present the impacts and your
8 conclusion in a graphical manner, in a very clearly laid
9 out way that will augment your more complex
10 observations. Please present the costs and benefits,
11 who pays, who benefits, and present it all clearly in
12 and simply.

13 MS. STRAUSZ-CLARK: So we've had one more
14 change. Joe Brook is replacing Randel Perry for the US
15 Army Corp of Engineers.

16 I'm going to call 36, 37, and 38. 36, you're at
17 the microphone, 37 and 38 at the table.

18 Please state your name, for the record.

19 THE SPEAKER: Dan Sloan from Everett,
20 Washington. The key take away word we regards to the
21 scope and analysis today for me is epidemiology because
22 that's what I want to put out there. Diesel engines and
23 power coal trains are a core pollution issue. Coal
24 engine fumes are as toxic as cruise ship engines.

25 It is reasonable for decision makers to see -- I

1 think it's reasonable to expect BNSF to fund
2 scientifically rigorous, longitudinal study impact of
3 the impacts of coal dust and coal train diesel fumes
4 have on local and regional populations. So they failed
5 to consider that in their scientific investigation of
6 the analysis.

7 Once those studies are published in peer reviewed
8 journals, it may or may not be appropriate to discuss
9 the topic of shipping coal through the Puget Sound
10 region. The 60 year old continuous Framington
11 Epidemiologic Heart Study offers a relevant model that
12 BNSF could chose to fund. So, as a side bar, the jobs
13 created by such a study would pay more, last longer, and
14 do the community good that railroad transportation jobs.

15 MS. STRAUZ-CLARK: 37, 38 and 39. 37, you're
16 at the microphone. 38 and 38, you're at the table.

17 Please state your name for the record.

18 THE SPEAKER: John Erbstoeszser. I'm a
19 resident of Mount Vernon, Washington.

20 I'm concerned about the impact this proposed
21 Gateway Pacific Terminal Project will have on the health
22 and safety of myself and my fellow residents and the
23 communities along the coal train route.

24 As a practice family physician in Mount Vernon for
25 over 30 years, I'm acutely aware of the critical time

1 factors involved in delivering emergency medical
2 services and in particular for the treatment of heart
3 attack, stroke and multi-trauma patients where minutes
4 of time wasted in transport to definitive treatment can
5 lead to death or sever disability for patients.

6 Mount Vernon is fortunate to have an excellent
7 hospital which has received awards of excellence for its
8 treatment of heart attach patients. A large part of
9 achieving this award is the critical time required to
10 definitely treat heart attack patients.

11 The proposed Gateway Pacific Terminal Project
12 entails a marked increase in coal train traffic both in
13 terms of the number of trains as well as longer trains.

14 Mount Vernon as well as other cities along the
15 entire train route has locations where the train traffic
16 will cross multiple vital emergency routs, jeopardizing
17 the ability to respond to these time critical events.

18 I ask you to study the regional cumulative impacts
19 this project as well as other proposed coal projects
20 will have on emergency response times and the effects
21 this will have on the health and safety of the
22 residence.

23 I also ask you to expand this evaluation with a
24 Health Impact Assessment for this project.

25 As far as mitigation efforts to solve this problem,

1 which could include overpasses and underpasses for the
2 trains, the taxpayers of the cities in the region should
3 no be burdened to pay for upgrades which reap profits
4 for private companies.

5 MS. STRAUSZ-CLARK: We have a book that was
6 left behind by a speaker. 38, 39, and 40. 38, you're
7 on the microphone, 39 and 40 at the table.

8 Please state you name, for the record.

9 THE SPEAKER: My name is Kevin Maas. I have
10 lived in south Mount Vernon for most of my life within a
11 mile of the train tracks. My wife and I just bought our
12 dream home about a quarter mile from the old Highway 99
13 crossing, and we're happy to be there.

14 Train tracks separate our house from the Mount
15 Vernon Police Station, hospital, separates us from the
16 freeway, and it separates us from high ground out of
17 floodplain.

18 Increased train traffic doubling or tripling, the
19 blocking of that crossing will have a substantial
20 negative affect on Mount Vernon and on communities
21 stretching all the way from Bellingham down to Auburn
22 where the trains stage and all the way back to Wyoming.

23 I'm here today to request that the scope of this
24 study be expanded to include communities from Bellingham
25 and north all the way back to Wyoming.

1 Now, these communities will have no choice with the
2 doubling or tripling train traffic drawn to Cherry Point
3 by the applicants. These communities will have no
4 choice but to mitigate the crossings that are block by
5 either overpasses, underpasses, or some other thing -- I
6 have no idea -- but they will be forced to do this.
7 They will be forced to get money from taxpayers, if not
8 from others.

9 We know that there is money in moving coal. It
10 increases the value a thousand percent. \$10 for
11 Wyoming. \$100 in the Pacific. Mitigation paid for the
12 by the applicants is reasonable, and it should be
13 required by the end of this process. Thank you.

14 MS. STRAUSZ-CLARK: 39, 40, and 41. 39,
15 you're at the microphone, 40 and 41 at the table.

16 Please state your name, for the record.

17 THE SPEAKER: My name is Sandy Lawrence. I
18 live in Bellingham. I'm a physician and member of
19 Whatcom Docs, and I'd like to address an adverse effect
20 that is -- or mitigatable. That's a very narrow but, I
21 think, important issue of mercury and lead contamination
22 in coal dust blowing the entire transport route.

23 To do this, I want to get a little bit
24 quantitative. We're talking about 250 million tons of
25 coal per year. The data we have from the companies

1 involved in this indicate that they lose somewhere
2 between 1 and 5 percent with a normal number of 3
3 percent of that coal dust in transport. It's about a
4 thousand miles from Powder River Basin to the west
5 coast. So 250 million tons address up to 300 billion
6 pounds with a 1 percent loss is 3 million pounds within
7 1,000 miles of transport. We're talking 3 million
8 pounds of coal dust per -- per year. Now, if it's three
9 times that, there is really is 3 percent loss. In other
10 words, 9 million pounds.

11 Now, we have excellent data from a study performed
12 by the US Geological Service collecting samples from
13 the -- that this particular area of coal between 1974
14 and 1994 indicating the trace metal contaminants in
15 coal.

16 We can calculate out the amount of mercury we've
17 lost so that per year, along with taxes and the
18 equivalent of about 250 old fashioned mercury
19 thermometers being broken. And that mercury then
20 wafting for miles --

21 Likewise, for the lead contamination, a typical car
22 battery has about 24 and half pounds of lead, and the
23 amount of contamination that would occur from lead from
24 the coal dust would be about 27 pounds per year, so
25 you're talking more than a car battery's worth of lead

1 contaminating on average each mile of the transport
2 route. Thanks.

3 MS. STRAUZ-CLARK: 40, 41, and 42. 40,
4 you're at the microphone, 40, and 41 at the table.

5 Please state your name, for the record.

6 THE SPEAKER: My name is Eric Shen. I'm from
7 Anacortes, Washington. Thank you for the time.

8 I'm hear to reiterate the request that I've heard
9 many times tonight already and that is consideration for
10 the wide-spread impacts on mining, transportation,
11 burning large quantities of coal that's gonna be
12 transported to Asia. And specifically though the mining
13 and transportation of coal for will produce large
14 amounts of greenhouse gases. I think the overarching
15 issues is going to be the burning of 54 millions tons of
16 coal per year. That's, by estimate about 350 million
17 tons of CO2 going up into the atmosphere in a year.

18 In the United States, tremendous efforts that have
19 been expended towards reducing the quantity of carbon
20 dioxide, which, by the way, is an EPA regulated
21 pollutant, emitted by coal fired power plants. It is
22 imperative that we mitigate the emissions of greenhouse
23 gases to avoid the worst climate change scenarios.
24 These scenarios have been predicted by the IPCC. They
25 also have been studied by the national academies and the

1 Department of Defense, and the impacts on the climate
2 change are not limited to territorial borders.

3 So as a person who has worked hard to curb my own
4 greenhouse gas emissions, the amount of greenhouse gas
5 emitted by the -- is almost beyond my comprehension. I
6 spent large sums of money to reduce my own carbon
7 footprint and would be -- notice it would be completely
8 lost in amount of coal that would be burned by this --
9 thank you.

10 MS. STRAUSS-CLARK: 41, 42, and 43. 41,
11 you're at the microphone, 42 and 43 at the table.

12 THE SPEAKER: Evelyn Adams from Anacortes.
13 I'm also here to urge you to consider the impact on the
14 claimant of shipping over 50 million tons of coal to be
15 burned overseas. Burning coal is the world's largest
16 source of carbon emissions and, as such, is a major
17 cause of global warming which is already dramatically
18 changing our world.

19 As scientific academies around the world have
20 repeatedly warned, emissions from fossil fuels such as
21 coal are destabilizing the climate that has made it
22 possible for humans to live on this planet for the last
23 10,000 years.

24 We warmed the globe about a degree and a half F in
25 this past century. That may not sound like a lot, but

1 it's been enough to set the Arctic melting at a record
2 rate, to make the oceans more acidic than they have been
3 in 2 million years, and cause record-breaking weather to
4 become the norm.

5 NOAA reported over 15,000 heat records in March
6 alone and this summer we suffered through a horrendous
7 drought About 1,000 counties were declared natural
8 disaster zones. And we just witnessed a superstorm that
9 left a larger area of the country reeling.

10 Although we've only warmed the globe a degree and a
11 half, if we keep on burning coal and other fossil fuels,
12 scientists tell us we are on track to warm the world
13 five times that or more in this century and create a
14 planet that we're not going to recognize.

15 James Hansen, our pre-eminent climate scientist who
16 has been dead on about the impacts of global warming for
17 over three decades now, says that burning coal, quote,
18 is the single greatest threat to civilization and all
19 life on our planet, unquote.

20 So please include a study that looks at the
21 emissions from burning the coal that would be shipped
22 through the Gateway Pacific Terminal. I believe that
23 this is the most criticize issue before us, because
24 really, what does it profit us to gain a few jobs and
25 create a planet we can't live on?

1 MS. STRAUSZ-CLARK: 42, 43, and 44. 42,
2 you're at the microphone, 43 and 44 at the table.

3 Please state your name for the record.

4 THE SPEAKER: I'm Richard Bergner. I was born
5 in Bellingham and raised on beautiful Fidalgo Island
6 where I now live. I have two young grandchildren. I
7 want them to have a healthy and smart planet.

8 Imagine my surprise the other day when I found this
9 bottle on the beach, And inside there was a note. And I
10 will read what was inside.

11 I'm an orca, a member of J pod out here in the
12 waters of the San Juan islands. The proposed coal
13 terminal will have many negative impacts on my Orca
14 family.

15 Here is my list of some the impacts that need to be
16 studied as part of the environmental impact statement:

17 One, study the impact that coal dust, diesel
18 particles, and another pier will have on the eelgrass
19 and marine life of the Cherry Point Aquatic Preserve.
20 If the marine system isn't healthy, what will I eat?

21 Two, Study the impact of leaks and spills from the
22 cargo ships. I don't want to eat sick fish.

23 Three, study the impact of increased traffic on the
24 narrow shipping lanes of the San Juans. I don't want to
25 collide with a giant cargo ship.

1 Four, study the impact of increased noise
2 pollution. It will cause me and my buddies to be
3 disorientated.

4 Five, study how many jobs will be lost.

5 Six, study the impact on tourism. Will the tourist
6 pamphlets show pictures of giant cargo ships instead of
7 member of my family jumping out of the water?

8 And I assume if you don't take whale comments, I
9 say these as a human also.

10 MS. STRAUSZ-CLARK: Okay. I appreciate the
11 enthusiasm. I ask that you please remember the rules.
12 No applause. Thank you.

13 No. 43, 44 and 45. 43, you're at the microphone.
14 44 and 45 you're at the table.

15 Please state your name, for the record

16 THE SPEAKER: My name is Sandra Spargo, and I
17 live in Anacortes. I request a programmatic EIS that
18 includes 18 coal trains round trip, 8 water trains round
19 trip, and 4 oil trains round trip.

20 In October 2010, the City of Anacortes signed a
21 water agreement with Thethys Enterprises to supply a
22 proposed one-million-square-foot beverage bottling plant
23 with an allotment of five million gallons of water per
24 day. From Anacortes, 8 round trip trains, water trains
25 per day would -- 18 round trip coal trains per day in

1 Burlington and points north and south. In Anacortes
2 Tesoro's recently completed \$55 million unloading
3 facility is capable or will be capable of unloading two
4 100-car unit trains per 24-hour period from Anacortes.

5 Four-unit, round trip oil trains per day would join
6 the 18 round trip coal trains per day in Burlington and
7 points north and south.

8 Therefore, I request a programmatic EIS that will
9 include 12-unit, water and oil, round trip trains per
10 day from Anacortes to Burlington, causing car/truck
11 traffic congestion along the Highway 20 spur, impacting
12 area farmers, residents and Port of Skagit businesses,
13 including the Skagit Airport and 40 businesses at
14 Bayview Business Park.

15 I request a programmatic EIS that will include
16 water, oil and coal trains totaling 30-unit, round trip
17 trains per day, causing car?truck traffic congestion in
18 Burlington and points north and south. I support no
19 mitigation.

20 MS. STRAUSZ-CLARK: 44, 45, and 46. 44,
21 you're at the microphone, 45 and 46 at the table.

22 Please state your name, for the record.

23 THE SPEAKER: My name is Marie Erbstoezer. I
24 am a resident of Mount Vernon. I have lived there for
25 the past 36 years. I live in the neighborhood called

1 the West Hill in Mount Vernon. We look out over
2 beautiful Skagit Valley. Our home is just six dwellings
3 away from the railroad tracks. That alone is one of the
4 reasons I'm very concerned about the potential increased
5 coal train traffic if the Gateway Pacific Terminal
6 Project is approved.

7 I also want to share that I have a Master's Degree
8 in Health Administration for the School of Public Health
9 and Community Medicine at the University of Washington.
10 My entire career has been focused on the health of the
11 public. Therefore, I am greatly concerned about the
12 potential health impacts of 18 additional trains, each
13 as long as one and a half miles, going through Mount
14 Vernon on a daily basis.

15 I ask that the EIS process evaluate the potential
16 health impacts on individuals and the regional
17 cumulative health impacts due to three things: the main
18 blocked city street intersections causing delay of
19 emergency response times for fire, police, and
20 ambulance. Also, the health effects of increased diesel
21 particulate emission, and the health effects of
22 increased noise due to many more loud engines and their
23 whistles blaring throughout the day and night.

24 In view of the above significant health
25 considerations, I also request that a health impact

1 assessment be conducted as part of the EIS process.

2 The potential increased coal traffic will
3 undoubtedly affect our family, our neighbors, our city,
4 our county, our state, and our world.

5 MS. STRAUSZ-CLARK: 45, 46 and 47. 45, you're
6 at the microphone, 46 and 47, you're at the table.
7 Please state your name, for the record.

8 THE SPEAKER: My name is Don Butterfield. I'm
9 a business owner and property owner in Mount Vernon. I
10 would just like the EIS to address the transportation
11 issues that's come up. This is on the train tracks that
12 would be coming through the valley. I would also like
13 the -- SSA Marine, they talked about the -- on last
14 Thursday -- increase in port size and they take more
15 coal. Either they take or it can take more coal or they
16 can't take more coal, and if they are taking more coal,
17 that's more train traffic through the valley.

18 SSA Marine has also stated potash, corn, and wheat.
19 How many more trains a day does that come through the
20 valley? So I would ask on transportation issues that we
21 look at not only to Skagit County, but the whole impact,
22 all the way through from -- all the relevant amount
23 trains that will impact each little community along the
24 way.

25 I plan to retire and being able to sell my house in

1 Mount Vernon. If there is too many trains a day and
2 Mount Vernon can't function as a community, I can't sell
3 my house and retire.

4 MS. STRAUSZ-CLARK: 46, 47, and 48. 46,
5 you're at the microphone. 47 and 48, you're at the
6 table.

7 Please state your name, for the record.

8 THE SPEAKER: My name is Becky Fletcher, and I
9 live in Sedro Woolley. Many of know that much of the
10 coal in the Powder River Basin belongs to us as US
11 taxpayers, and that poor management of the coal lease
12 program by the "BL" has cost us nearly 30 million in the
13 lost revenue over the past three decades. So I have to
14 ask why should we believe that a deal with Peabody would
15 benefit us when they have already been complicit in
16 costing us so much already.

17 How will the jobs and taxes they claim they will
18 provide come anywhere near close to how much the
19 imposition will cost our community due to -- land,
20 water, air, and human health? Can any one of you give
21 me an example of any community that has been monopolized
22 by the coal institute that has not been devastated and
23 impoverished while big coal profits.

24 Please study whether SSA's has overstated the
25 positive impact on our jobs. Yes, we really want more

1 quick jobs here, but shouldn't we be looking to grow, to
2 diversify the means we have in valley, rather than
3 driving out businesses and industries that are already
4 here? How many businesses, occupations, and livelihoods
5 already here will fail because of transportation
6 construction and pollution from coal trains? How many
7 new ones will decide not to locate here? And how much
8 of an increase in fuel consumption and emissions will
9 result from all these idling cars and diesel trucks
10 waiting to cross the tracks? And why aren't we -- in
11 renewable energy to sustain --

12 MS. STRAUSZ-CLARK: 47, 48 and 49. 47, you're
13 at the microphone, 48 and 49 at the table.

14 Please state your name, for the record.

15 THE SPEAKER: Good afternoon. My name is Tim
16 Manns. I'm a Mount Vernon resident. As president of
17 Skagit Audubon Society, I'm speaking on behalf of the
18 200 member families of our local National Audubon
19 Chapter.

20 We share an interest in birds and other wildlife
21 and the quality habitat which they depend. Many of us
22 have chosen to live here partly because of the bird
23 species and abundance which the forests, fields,
24 shorelines, and bays of Skagit County support.

25 We're concerned that the operation of the proposed

1 terminal and the associated trains and coal ships will
2 significantly impact bird populations both directly and
3 by degrading their required habitats. These impacts
4 could occur around Cherry Point but also any other place
5 where trains cross waterways, run along bays, or pass
6 through the fields and forests, and in the waters for
7 which coal carrying ships would pass.

8 Please study the impact on the quality of bird
9 habitat of diesel particulates from ships and trains
10 associated with the proposed project. Please study the
11 impact of coal dust blown from trains or from coal piles
12 at the terminals, on birds and their food species. How
13 will coal dust affect the eelgrass of Samish and other
14 bays on which the entire population Gray-bellied Brant
15 geese depend in winter? How will fuel spills or
16 collisions by coal-carrying ships impact the many sea
17 birds wintering on the bays of Puget Sound, the Straits,
18 and the San Juan Islands which move widely among these
19 areas? Please specifically study the effects of the
20 various components of the proposed project, including
21 associated trains, new rail infrastructure, and coal
22 ships on the federally-listed Marbled Murrelet, which
23 depends on healthy forage fish populations in these
24 waters.

25 For the members of Skagit Audubon, decreases in

1 bird populations or diversity would degrade our quality
2 of life by impacting something central to our lives. It
3 would deprive us of our wish to leave these natural
4 resources to our children, grandchildren, and all future
5 generations. thank you.

6 MS. STRAUZ-CLARK: 48, 49, and 50. 48,
7 you're at the microphone, 49 and 50 at the table.

8 Please state your name, for the record.

9 THE SPEAKER: My name as Stephen Farmer. I
10 live in Skagit Valley. I'm an active volunteer in local
11 conservation programs. In a sense, the killer whale
12 showed up tonight, and I think I'm going to speak for
13 the oysters and the shell fish and the crabs and the
14 Salmon and everything that makes this area great.

15 I'm very concerned about rail transport -- cars
16 through coastal areas of Skagit and Whatcom Counties.
17 The seriousness due to the risk of our unique
18 biodiversity of our marine ecosystems put at risk the
19 biodiversity of our wetlands and tidal areas and
20 estuaries. The coal trains, the nine trains a day in
21 our coastal areas will destroy it. The toxic soup from
22 the coal dust as accumulates along the rail road tracks
23 will leach into the base, the water systems, our
24 estuaries and kill the very environment that makes this
25 area great. Thank you so much.

1 MS. STRAUSZ-CLARK: 49, 50, and 51. 49,
2 you're at the mic, 50 and 51 you're at the table.

3 Please state your name for the record.

4 THE SPEAKER: My name is Dr. Erin Charles,
5 and I'm a pediatrician at Skagit Valley Hospital. I
6 used to work at Skagit Valley Medical Center. I'm also
7 a parent of a five year old, so I speak both as a doctor
8 and as a parent in this community.

9 Please study the impact on children's health of
10 increased carcinogenic diesel particulates and coal dust
11 from 18 or more daily trains. Please consider the
12 impact these trains will also have on our community
13 response system. How will our community's health be
14 affected? How will the trains affect our ability to
15 receive emergency services. How will it affect the kids
16 that already have asthma and difficulty breathing as
17 they breath in these carcinogenic diesel particulates.
18 They finally have released a study that confirms what we
19 all know, that being around diesel is a carcinogenic
20 risk. Well, now our kids will be around it.

21 Coal trains would impact all of the people living
22 in the community because as we all know the train runs
23 straight through the middle of Mount Vernon.

24 Please study the accumulative impacts of the above
25 issues. Thank you.

1 MS. STRAUZ-CLARK: 50, 51, and 52. 50, your
2 at the microphone. 51 and 52, you're at the table.

3 Please state your name, for the record.

4 THE SPEAKER: My name is Doug Revelle. My
5 friends call me Yoshe. Thank you for having a hearing,
6 and thank you all for participating, both sides of the
7 issue.

8 Unfortunately we're suffering from something that
9 some people call affluenza, another -- of mindless
10 consumption. And this coal board is a perfect example.
11 We're willing to consume more and more and more until we
12 finally destroy the planet that we live on.

13 Now, why is it that we're willing to poison the air
14 that we breathe on the water that we drink and the food
15 that we eat? There is something wrong with our business
16 model. Most people look at this, and they see a \$20
17 bill. I see a piece of paper. That's all it is, is a
18 piece of paper. Why are we poisoning our air and our
19 water and our food for a piece of paper? Our business
20 model is completely wrong. Thank you for your time, and
21 I wish you all a pleasant evening.

22 MS. STRAUZ-CLARK: 51, 52, and 53. 51,
23 you're at the microphone. 52 and 53 you're at the
24 table.

25 Please state your name, for the record.

1 THE SPEAKER: Good evening. My name is
2 Richard Bowyer. I live in Mount Vernon. We've heard a
3 lot tonight about the problems, that theses coal trains
4 will impact the air and water, the orcas, a whole lot of
5 things. I'd like to talk on a little smaller scale.

6 I don't believe that additional profits in the
7 pockets of SSA Marine or Peabody Coal or Arch Coal or
8 Burlington Northern trump my rights to have a decent
9 environment to live in. And environment includes having
10 a number of crossings in the City of Mount Vernon on a
11 daily basis-type thing, and I believe that the safety
12 factors far outweigh the rights of having additional
13 jobs, promised jobs that may or may not occur in another
14 city.

15 I think but sooner or later one of these trains is
16 going to derail. If it's not in Mount Vernon, in
17 Burlington or some other city along this route-type
18 thing. And if nobody is getting hurt in that process,
19 that would be very fortunate. That doesn't always prove
20 the case to be. And I believe that part of this study
21 should demand that these people who want to ship this
22 coal through here, through our cities have to put up a
23 bond that indemnifies the cities and the counties to the
24 tune of say \$25 million, something like that before they
25 even remotely are allowed to bring these trains through

1 here. Thank you very much.

2 MS. STRAUSZ-CLARK: 52, 53, and 54. 52,
3 you're at the microphone, 53 and 54 at the table.

4 Please state your name, for the record.

5 THE SPEAKER: My name is Allison Warner, and I
6 live on Camano Island. I want to thank you for your
7 time here today to listen to our comments. I'm here
8 today to offer a view point of both a resident of
9 Skagit/Camano area and of the many businesses that our
10 community -- should have contacted in the past year
11 since this project was announced. Businesses up and
12 down the coal train rout to Cherry Point Pacific Gateway
13 Terminal are very concerned about the impacts of added
14 trains to their customary supply routes access, and also
15 to their bottom lines.

16 In both Stanwood, my home town, and Marysville
17 where I work many businesses will either be cutoff from
18 I-5 access by trains every hour or cutoff from their
19 customer base in town. In Stanwood where our economic
20 revitalization aimed at getting folks to shop local has
21 been growing, and tax dollars has been invested to try
22 to increase this revitalization. There is a large
23 concern that people will avoid downtown to avoid being
24 held up by the trains. Similarly, the residential areas
25 of the town will be cutoff from the downtown core that

1 is trying to be revitalized.

2 When you consider whether this project is in public
3 interest, we ask that you determine comprehensively what
4 the coal train affects will be and what the total number
5 of business in Stanwood, Mount Vernon, Burlington,
6 Marysville, Smokey Point, and all of the other
7 communities along the coal train that would be affected
8 by coal train traffic affects, and determine a dollar
9 figure for the economic impact of the added traffic slow
10 downs to both supply delivers and customer access.

11 MS. STRAUSZ-CLARK: 53, 54, and 55. 53,
12 you're at the mic. 54 and 55, you're at the table.

13 State your name, for the record.

14 THE SPEAKER: Cory Gates. Thank you for being
15 here. Ecology is an important word. It defines how all
16 life on earth interacts. People who study ecology have
17 my admiration.

18 I think that the important thing to consider for
19 anyone having a knowledge of ecology is how moving
20 forward and proving a coal export terminal will set a
21 precedent. A reasonable range of alternatives is one of
22 the main things that you're here to understand. I think
23 that the entire course of human history up to this point
24 shows a reasonable range of alternatives to this. So
25 anything but this would be good.

1 Also, I'd like to address exploitation. -- this
2 coal because everyone in the world wants to be American.
3 And the reason that we are rich, like they want to be,
4 is because we have exploited being American. We have
5 not given the first thought to Ecology up until very
6 recently upon coming to understand what that term means
7 in terms of our consumption.

8 There is the fact that partnership needs to be a
9 part of moving forward and creating a peaceful global
10 culture, so we have to be willing to negotiate. We have
11 to give some coal so people who have nothing -- so they
12 can get something, but we have to make sure that it is
13 done in a way that the president is set from now on.
14 Having that knowledge in our hands creates a world where
15 people mimic our behavior in the future -- are going to
16 be leaving something better as well.

17 And to mitigate things, we need to not use as much
18 as we do now. We need to buy less from China. Thank
19 you.

20 MS. STRAUSS-CLARK: 54, 55, and 56. 54,
21 you're at the microphone, 55 and 56 at the table.

22 Please state your name for the record.

23 THE SPEAKER: Hello. My name is Jerry Eisner.
24 I'm a physician, living with my family in Mount Vernon
25 and practicing since 1980. Much of what I was going to

1 say has already been said.

2 I wanted to point out to you that unlike other
3 emergency vehicles, ambulances have the opportunity to
4 be caught twice by a train; once on attempting to reach
5 a scene and again on their return. That doubles the
6 risk for the opportunity of that particular rescue
7 vehicle to be stopped and held back.

8 I would like to make sure that you pay attention to
9 the potential risks of the downtown area because I think
10 that the loss of jobs, the loss of connection may
11 completely change the nature of our downtown and
12 everything that we intend it to be for.

13 I don't really think there is any positives for a
14 community like us in this project. I don't believe
15 we'll get any jobs that will be local around the area.
16 The people who produce the coal in that area of the
17 country will gain and those back east who are financing
18 will gain. From my point of view, this a 1,000 mile, 20
19 times a day slap in the face to every community a along
20 the way.

21 You are receiving a historic mandate. In your
22 hands the Northwest lies. Are you going to participate
23 in the destruction of the last remaining corner of this
24 country where there are clean waters, where there are
25 rivers where five species of Salmon travel? Are you

1 going to participate in that? Thank you.

2 MS. STRAUSZ-CLARK: Please, no applause.

3 Thank you.

4 55, 56, and 57. 55, at your the microphone, 56 and
5 57 at the table.

6 Please state your name for the record.

7 THE SPEAKER: My name is Craig Martin and I am
8 a citizen of Skagit County. This is where my heart is.
9 This place owns me, and I have committed a lot of my
10 live to making sure that other things -- that this offer
11 of economic bounty have gone to hell.

12 I really appreciate all of the people who have come
13 here tonight on behalf this valley and the trains -- I
14 would like to also state that I'm a fifth -- we're
15 raising our fifth generation in this location, and I
16 can't understand the necessity for doing this.

17 I think we also need to look at China, although
18 that's not part of our discussions, and realize that the
19 Chinese Army has been called out twice in the last year
20 to destroy communities and suppress people who are sick
21 from coal. I think those things are our responsibility
22 to citizens in this world. We need to know that.

23 The other things that we hear routinely are that
24 the Chinese are going to develop alternative energies to
25 avoid using this product for very long. So for us to

1 establish a short-term industry of this nature and to
2 risk your own health and our own safety for it, seems
3 preposterous.

4 I live in Mount Vernon. I live at the top of the
5 hill, right up from the freeway on Division Street. I'm
6 three blocks from the freeway. I'm about two and half
7 blocks from the tracks. And I will say this, the noise
8 level has greatly increased. We've always had trains.
9 They've greatly expanded. The second part of that is
10 that freeway that goes through Mount Vernon has more
11 trucks, cars, and transportation problems of its own,
12 and the trains are just going to add to that burdensome
13 traffic.

14 MS. STRAUZ-CLARK: 56, 57 and 58. 56, you're
15 at the mic. 57 and 58, you're at the table.

16 Please state your name, for the record.

17 THE SPEAKER: My name is -- and I live on
18 Camano Island. My wife and I just moved out here nine
19 years ago from Norfolk, Virginia where we wanted to get
20 away from the coal there in North Virginia. Thank you
21 for sending that nightmare to us now.

22 But the environment and -- is something of a
23 harmful nature. It's nightmare that continues everyday,
24 and we was invited to take part in this opportunity that
25 you have to go study this nightmare in progress. We've

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1 had coal and coal -- exports in Norfolk right now almost
2 a century. If you come visit there anytime, you'll see
3 that the huge accumulations of coal -- in the waters
4 around the area there. You can look at our fishing
5 industry in -- it's not there anymore. You can come
6 look at our crabbing industry which does not exist
7 anymore. There is no good news in coal exports coming
8 out here.

9 I have a couple of college degrees, including a
10 MBA. I'm aware of the miracles of job creation, but I
11 can assure you, that the total would be lost and huge
12 number of jobs would be lost in the environmental -- in
13 the fishing and crabbing industry out here. Please also
14 note, when the first Orca turns belly up and dies
15 because of coal poisoning, who is going to take the
16 blame for that? Thank you.

17 MS. STRAUZ-CLARK: 57, 58 and 59. 57,
18 You're at the microphone. 58 and 59 you're at the
19 table.

20 Please state your name for the record.

21 THE SPEAKER: My name is Joanne Campbell, and
22 I live in Burlington, three blocks from the rail line.
23 That was a tough act to follow.

24 We have to cross the train line from east
25 Burlington to anything that's commercial. The train I

1 waited for is 4 minutes. Multiply that by all the
2 traffic, and you have two and a half hours of cars and
3 truck's exhaust waiting to cross the line. Can we stand
4 that huge addition -- also, what the trains will create,
5 what our traffic will create. Thank you.

6 MS. STRAUSZ-CLARK: 58, 59, and 60. 58,
7 you're at the microphone, 59 and 60 at the table.

8 please state your name, for the record.

9 THE SPEAKER: My name is Michael Lapointe, and
10 I'm from Everett. And oddly enough, in two days I turn
11 58. I'm sure that has some deep meaning. I just don't
12 know what it is.

13 You've heard a lot of information here, and you've
14 heard in Bellingham and the harbor meeting, the same
15 thing, but first thing I want to mention is that we need
16 an EIS like this in the Marysville/Everett area. The
17 people who live there have specific problems that aren't
18 reflective to this meeting. So I would appreciate if we
19 could get an EIS meeting there before the draft and
20 definitely after the draft because I'm sure there would
21 be a lot of interest.

22 Locally, I want to bring to your attention the fact
23 that we have ten coal trains, a mile and a half long
24 going down West Marine View Drive. To the one side of
25 West Marine Drive is a bluff of clay. On top of the

1 bluff is Grand Avenue. Those people already deal with
2 coal 24/7 when those trains back up. When the whistles
3 blow, they hear it all the time. I have already heard
4 reports from people going to neighborhood meetings about
5 the coal dust that they're finding on their window sill
6 now, before those 18 trains -- On the other side of the
7 track is the Sound, 20 yards away. All that coal dust
8 is going into our Sound. It's going to kill the salmon,
9 the oysters, the fish, our planet.

10 We're dealing right now with pretty much --
11 pollution. It's toxic waste that was dumped there for
12 the last century. That water was dead. They cannot
13 easily clean it up because it involves dredging the
14 bottom. And the mere fact of dredging will cause more
15 damage.

16 This is what we've done to your planet. It's time
17 to stop doing this. It's time to care about the planet.
18 Global warming -- I would appreciate if you look at
19 global warming because there are things that are going
20 on -- they predicted a set rate rise in temperature.
21 We're going beyond that. We destroying this planet and
22 the affects of .8 degrees rise in temperature right now
23 is more devastating than what they predicted. We're
24 beyond where we need to top. Thank you.

25 MS. STRAUSZ-CLARK: 59, 60, and 61. 59,

1 you're at the microphone. 60 and 61, you're at the
2 table.

3 Please state your name, for the record.

4 THE SPEAKER: Good morning. My name Jeremy
5 Harrison-Smith. I'm 28 years old. I was born and
6 raised here in the Skagit Valley. I'm here today
7 because I'm very concerned about the short-term and
8 long-term environmental affects of the proposed Gateway
9 Pacific Terminal.

10 There is a huge list of impacts related to this
11 project, but here are some that are most important to
12 me.

13 Please study the impacts of the pollutants that
14 come from coal power plants in China. These pollutants
15 can travel across the ocean to the US in just five days,
16 where they become part of our air we breath here in the
17 Pacific Northwest.

18 Please study the impact this proposed project has
19 on climate change and the amount of greenhouse gases
20 emitted from the extraction of the coal, its
21 transportation and its burning.

22 Please study the impact this terminal would have on
23 the protected wetlands on and around Cherry Point and
24 the impact on the endangered species that live nearby.

25 It is important to study the impact that the coal

1 dust from passing trains would have on people that live
2 within a half mile of the railroad tracks here in the
3 Skagit Valley and all up and down the rail line,
4 especially those people with asthma and other
5 respiratory problems -- and can cause neurological
6 damage from heavy metal exposure in the dust.

7 Please study the impact that the coal dust from
8 trains would have on farms and agriculture crops in
9 Skagit Valley because so much of the food we eat here
10 comes from these farms.

11 Please study the impact that increased train
12 traffic would have on our local businesses and economy.
13 and the mobility of our emergency vehicles to respond to
14 calls.

15 Mitigation measures in response to these negative
16 effects would inadequate because of the extent and
17 magnitude of the impacts that we are mentioning here
18 today. Everything is connected, we do not live in a
19 bubble, and the negative that Gateway Pacific Terminal
20 would be global not just local. Thank you.

21 MS. STRAUSS-CLARK: 60, 61, and 62. 60,
22 you're at the microphone 60 and 62, you're at the
23 table.

24 Please state your name, for the record.

25 THE SPEAKER: My name Dorlee Deamud, and I

1 live in Mount Vernon. Dominating politics today is the
2 deep division of Congress regarding change in our
3 national policy. So it would behoove us to really try
4 to stay as healthy as we possibly can. How in Mount
5 Vernon will coal trains bring good health to our
6 community? Will it be from coal dust which may contain
7 lead, mercury, or arsenic; diesel particulates from
8 engines pulling the trains 20, or more coal trains daily
9 through our city, or from severe traffic congestion.
10 Upon building the Gateway Terminal, billed to be the
11 largest coal export port in North America, non-stop coal
12 trains night and day, are expected along the I-5
13 corridor. With that amount of trains, there are bound
14 to be accidents. There have already been several in
15 Washington State. What is the process for cleaning up
16 such an event? Who would do the job, and who would pay
17 the bill? How would a spill in the water, say Puget
18 Sound, or in a river be handled and what would be the
19 health effects on marine life and quality of water? The
20 great amount of trains planned to pass through Mount
21 Vernon will not only be a health hazard, but an economic
22 disaster for business community, for our agricultural
23 economy and its many facets and the tulip and daffodil
24 industry which exports bulbs and flowers nationally and
25 brings many tourists to the area -- theses two

1 industries bring millions to our economy. It would seem
2 we should consider the health cumulative affects on the
3 Pacific Northwest day after day, month after month, year
4 after year. One might call it criminal behavior with
5 the environmental indifference shown by corporate
6 interests of the States of Wyoming and Montana expecting
7 to make great profit at our expense, completely ignoring
8 the rights and character of the many towns these trains
9 pass through.

10 MS. STRAUSZ-CLARK: 61, 62, and 63. 61,
11 you're at the microphone, 62 and 63 at the table.

12 Please state your name, for the record.

13 THE SPEAKER: Thank you. Sally Stapp. As a
14 property owner, property taxpayer and part-time resident
15 of North Beach Guemes Island, I look northeast across
16 about seven miles of water at the Burlington Northern
17 Santa Fe Railway hugging the water's edge at the base of
18 Chuckanut.

19 I urge the lead agencies to fully study that
20 adverse impacts of coal dust and other airborne
21 particulates to our air, water, plants and soil. That
22 will result in the cumulative affects of a massive
23 increase in the amount of coal being shipped from the
24 Powder River Basin.

25 Studies indicate that each train will lose one

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1 car's load of coal to the wind, blowing it from the open
2 cars. While that amount is stretched over many miles,
3 it would be easy for the mining industry to ignore, I
4 urge you to fully study the potential for permanent and
5 irreparable harm cause by that amount of coal
6 accumulating every year for the next 20 or 50 or 100
7 years and beyond.

8 I urge the lead agencies to study the adverse
9 impacts of coal dust and other airborne particulates
10 from the proposed storage area estimated to be an 80
11 acre, unlined, uncovered coal pile 60 feet high. That
12 proposed storage area at Cherry Point is indicated about
13 11 miles from Guemes, directly in line with the
14 prevailing north winds.

15 Please study what affect that coal dust will have
16 on my vegetable garden, the loss of energy from dust
17 shading my solar panels, and on the rain water
18 collecting in my storage tanks.

19 To mitigate the adverse effects of mining,
20 transporting, shipping and burning coal on our
21 environment, the only viable option is to leave fossil
22 fuels in the ground and support the development of clean
23 energy sources like solar, geothermal, wind, and wide.

24 MS. STRAUSZ-CLARK: 62, 63, 64. 62, you're at
25 the microphone, 63 and 64 at the table.

1 Please state your name for the record.

2 THE SPEAKER: My name is Mike Cook. I live in
3 Anacortes. At this point in the proceedings if I were
4 to say anything new, it would probably be a great
5 surprise to everyone. So I will refrain from doing
6 that. What I am going to do is reiterate some of the
7 concerns that have been expressed thus far. I wanted to
8 thank all the speakers that went ahead of me, and I want
9 to thank you, the panel. You have a very tough job, to
10 stay conscious during this entire process.

11 The speakers that have preceded me have been very
12 articulate in the area of concerns. My primary concern
13 is the cumulative impact on the communities like
14 Burlington and like Mount Vernon that line the railway
15 that goes between here and the Powder River Basin.
16 There are 121 communities that there is a strong
17 likelihood that -- like Mount Vernon and like
18 Burlington, the trains run right through the heart of
19 these communities. These are communities that have
20 delicate economies, at best. Many of which are
21 struggling to stay afloat now, and they rely on local
22 traffic and access to downtown accessibility to help
23 them provide some sort of competitive -- in more of
24 their retail business.

25 What I'd like you to study is -- including, but not

1 limited to traffic access in and out of the communities
2 affected by the increased rail traffic; access to
3 emergency services; the likely accumulative tax burden
4 that will result for required modification to existing
5 railway access; and health consequences that will result
6 from exposure to diesel particulates and coal dust; and
7 noise along the way. Thank you for the time.

8 MS. STRAUSZ-CLARK: 63, 64, and 65. 63,
9 you're at the mic. 64 and 65, you're at the table.

10 Please state your name, for the record.

11 THE SPEAKER: My name is Rosemary Stevens. I
12 live in Anacortes. My church is located a few blocks
13 from downtown Mount Vernon, from the railroad tracks.
14 We can hear the whistles from our building, and this is
15 always worse when this goes on.

16 I have to say that I oppose the coal trains and the
17 Cherry Point Port for all the reasons that have been
18 stated.

19 When I send pictures to my friends and family in
20 other parts of the country, I chose those that
21 illustrate the beauty and tranquility of our town,
22 farms, and waterways. I do not want to send photographs
23 of -- size gargantuan monsters burning bunker fuel as
24 they make their way through the San Juans.

25 When I moved here, I fell in love with the charm of

1 downtown Mount Vernon. I didn't know very many people,
2 and the Coop was my refuge. The Coop would be heavily
3 impacted by the -- of trains and the dispersal of coal
4 dust and fuel.

5 Why do tourists visit our unique area? For the old
6 fashioned look of the quiet communities, the beautiful
7 farm lands, and the pristine waterways. We could lose
8 all that we love with the implementation of the coal
9 plans. The smells, the noise, the interminable waits of
10 crossing, to say nothing of the health dangers.

11 The choice we make now will have consequences far
12 into the future of our valley. Do not allow the Port
13 coal companies to steal our way of life.

14 MS. STRAUZ-CLARK: 64, 65, and 66. 64,
15 you're at the microphone. 65 and 66, you're at the
16 table.

17 THE SPEAKER: My name is Jeff Margolis. I own
18 and operate a little grocery store up in Whatcom County
19 right next to the tracks. If and when the overpasses
20 are put in there and my town is obliterated and the
21 people in all these small towns are moved aside and all
22 these transformative impacts take place, well, maybe
23 I'll have a business somewhere else, and I'll have to
24 worry about my real problem which is making cheese. I'm
25 the sole source of -- Cheese in North American. The

1 water for that cheese comes from underneath the farm
2 right next to Cherry Point, and the patio upon which the
3 coal is kept, if my memory serves me correct having read
4 the design plan and blueprints, the patio for the six
5 lanes of coal, 60 to 80 feet high, 400 yards long is
6 gravel, and the plans say that that gravel patio is an
7 impermeable surface. I want that visited because I'm
8 very concerned about the permability of this impermeable
9 surface and the quality of water that lies under that
10 and whether the farms in Whatcom County already short on
11 water will be able to draw upon that.

12 The previous speaker talked about worrying about
13 rain water on Guemes. I recall reading a geology report
14 where tests material -- at Mount Baker, and they could
15 pick it up on Orcas Island, so I'm worried about that.

16 MS. STRAUZ-CLARK: 65, 66, and 67. 65,
17 you're at the microphone. 66 and 67, you're at the
18 desk.

19 Just a reminder, please do this or waive your sign,
20 if you are supporting a speaker. Thank you.

21 Please state your name, for the record.

22 THE SPEAKER: I'm sure I learned a lot here,
23 and I really appreciate all of your comments. I'm an
24 instructor at Skagit Valley College, and I live in west
25 Mount Vernon. I'm concerned that the increase in train

1 traffic due to the transportation of coal could obstruct
2 Mount Vernon road traffic preventing students and
3 instructors at our community college from arriving to
4 their classes on time. I'm really concerned about that.

5 Now, this traffic obstruction may even negatively
6 impact the transportation of bicycle and elementary
7 school students as has been stated before. More
8 importantly, I'm worried that the increased train
9 traffic will hinder the response time of emergency
10 vehicles, not just the hospital, but for fire and police
11 and the Sheriff's Department.

12 Please study the impact on automobile traffic as
13 well in Skagit County when compiling your environmental
14 impact statement. Thank you.

15 MS. STRAUSZ-CLARK: 66, 67, and 68. 66,
16 you're at the microphone. 67 and 68, you're at the
17 table.

18 Please state your name, for the record.

19 THE SPEAKER: My name is Don Moser. I live
20 about 300 yards from the railroad tracks in Bow. Coal
21 trains already go through there every day and night.
22 They are noisy. They wake us up. They disrupt our
23 lives, damage our environment and devalue our homes.

24 I think I'm going to tell you now something that
25 you haven't heard before. I object strongly to the

1 exporting of coal to China and others who would burn it
2 without pollution standards.

3 Last November, 2011 my wife and I visited Japan.
4 We started -- translated for the Japanese people. Gary
5 Locke, our former Ambassador to China showed a street in
6 a Chinese city where you could see very far down, about
7 half the normal distance due to the pollution. Gary
8 Locke personally measured pollution on the -- and he
9 said the pollution was ten times the regulatory EPA
10 standards for this country. We haven't seen this
11 segment on TV and -- of course, I wouldn't -- anyway, I
12 asked him, why -- I asked about this. I asked, why do
13 we have EPA standards when we allow this to happened?
14 The EPA standards, environmental protection standards
15 just apply to our people? I mean, obviously, it's --
16 it's a way to circumvent the standards.

17 My observation, we are violating our own EPA
18 standards. Selling this coal and shipping across our
19 nation is fathomless. I say the sale is deterrent to
20 our county and to the health and welfare of our
21 citizens. Thank you.

22 MS. STRAUSS-CLARK: 67, 68, and 69. 67,
23 you're at the microphone, 68 and 69 at the stable.

24 As a reminder, please do fill out a card and state
25 your name so we can have it for the record, and please

1 state your name for the record.

2 THE SPEAKER: My name is Kelly Iverson. I am
3 a simple homemaker. I call himself a domestic
4 engineering. We live about 100 feet from the railroad
5 tracks in Mount Vernon. Let me start by saying that
6 there is a an economic -- physical, ecological and
7 psychological ramification regarding the coal trains.

8 Economically, the companies involved are going to
9 be deemed liable to personal lawsuits and cross-action
10 lawsuits. Local businesses will lose heavily due to the
11 wait times at the train crosses.

12 Physically those living near the tracks will most
13 likely -- suffer the affects of the coal in the form of
14 asthma, which two or three of our men have, and lung
15 cancer, not to mention the cost on our already
16 financially drained cost to those medical facilities.

17 Ecologically, I have already seen the damage that
18 occurs to my trees out back and a lot of the wild life
19 in the wetlands out back -- numerous. Not one bird. I
20 used to have birds every day. There's none.

21 Before considering any new proposal, let's do air
22 quality tests and gauge the impacts on mammals and
23 wildlife. Those compromised would be using -- rain
24 forest -- that open at the top which you pour the coal
25 into, but now we're learning with what everybody said

1 about what coal does when it burns -- I take that back.

2 The adhesive used to seal it on route, it makes
3 common sense to me that that's going to deteriorate as
4 it travels. You can smell it in the backyard, and we
5 have a lot of trees between our home and the railroad.

6 My son has been diagnosed with autism and asthma,
7 and he cannot -- the noise of the horns.

8 We cannot entertain in our backyard and have
9 our rehearsal dinner for our son.

10 In closing, the works have a choice to work with
11 coal -- do we want this for our future.

12 (Due to the microphone, the previous speaker was not
13 understandable.)

14 MS. STRAUZ-CLARK: 68, 69 and 70. 68, you're
15 at the microphone, 69 and 70 at the table.

16 Please state your name for the record.

17 THE SPEAKER: My name is Audrea Xaver. I'm
18 fourth of six generations who have a couple of organic
19 farms so far at the south end of Hidden Lake. It's been
20 in the family for over 100 years, and I live next to an
21 earthquake fault. I'd like to give everybody a little
22 history of some of the earthquakes and impacts that it's
23 probably going to have on these trains coming through
24 here because they're not likely to stop, the
25 earthquakes, that is.

1 To the west of us is the Cascadia subduction zone.
2 It stretches from the north tip of Vancouver to the
3 upper one quarter of California. There is a 37 percent
4 chance of an 8.2, plus magnitude earthquake within 50
5 years, and a 10 to 15 percent chance that the entire
6 Cascadia subduction will rupture a magnitude 9, plus
7 event within the same time frame. To east of this are
8 about 15 volcanoes looming north, south running parallel
9 to the subduction zone, five volcanoes in Washington.
10 tsunamis would be up to 100 feet and we're not prepared,
11 say geologists. So we're surrounded. We've got
12 earthquakes on one side of us. We've got volcanoes on
13 the other. We have massive -- potentially massive,
14 endless coal trains in the middle that could easily been
15 up ended, for what a mile and a half or so, and then --
16 of those would be up ended along the route.

17 To give you a little history in recent times, 1949
18 8.1 quake off the coast of BC. Another quake near
19 Olympia, 7.1, 1965. A large quake in the Seattle area
20 created a landslide that left railroad tracks hanging in
21 mid air for quite a distance. 1970, another quake off
22 the coast of BC, 7.4. There's been hundreds of quakes,
23 and they are not likely to stop.

24 So I guess what I'm saying is -- explosions, fires,
25 so on and so forth -- who in the long run is really

1 going to care about us.

2 MS. STRAUZ-CLARK: 69, 70, and 71. 69,
3 you're at the microphone, 70, and 71 at the table.

4 State your name for the record.

5 THE SPEAKER: My name is Dave Berry, and I'm a
6 resident of Mount Vernon. Any person watch the
7 detestation wreaked by hurricane Sandy along the East
8 Coast can easily see that similar problems exist along
9 this coast. Although the frequency of storms packing
10 hurricane force rain is somewhat less, heavy rain walls
11 and floods are a constant fear. We're located near one
12 of the largest and most active, seismic -- on the west
13 coast. Consider the geography of rail. In our county,
14 almost all the track is -- across -- river -- even
15 during those with minor floods, trains stop on sidings
16 near Stanwood and Mount Vernon and can be seen --

17 Obviously, no permitting agency would approve the
18 location for a -- in this area in this day and age. It
19 is certain that a large Pacific storm will strike us in
20 the foreseeable future.

21 (Speaker is talking too close to the microphone and is
22 not understandable.)

23 MS. STRAUZ-CLARK: 70, 71, 72. 70,
24 you're at the microphone. 70, you're at the microphone.
25 71 and 72, at the table.

1 Please state your name for the record.

2 THE SPEAKER: My name is Tom Pasin. I'm from
3 Bow, Washington. I'm a small business owner. I was
4 born in Forsyth which is about 30 miles from where this
5 coal is coming from. My family has owned a ranch just
6 west of the coal strip and adjoining the coal mine. I
7 have personally witnesses the affect of coal in Montana,
8 especially with the loss of water resources. One part
9 of your ranch is called the Smith Place and due to the
10 open pit mining, we have witnessed a loss of water at
11 the Smith Place within the last 12 years. We now have
12 to truck water into the Smith Place for our cattle.
13 There are many other ranchers in Montana, and it's
14 essentially the same thing.

15 Now I live in Bow. I almost feel like coal is
16 following me out here -- a quarter mile from the
17 railroad tracks. I'm concerned for our quality of life
18 for ourselves and our lifestyle as well as the
19 environmental impact. I'm concerned about our
20 credibility as providers of healthy food.

21 Please study the full affects from this proposed
22 project, including the mining and the entire valley.
23 Thank you.

24 MS. STRAUSZ-CLARK: 71, 72, 73. 71, you're at
25 the microphone, 72 and 73 at the tale.

1 Please state your name, for the record.

2 THE SPEAKER: I'm Chuck Nafziger. I would
3 like the environmental impact to include the study of
4 the impact of the burning of millions of tons of filthy
5 Powder River -- coal, on the increased air assault
6 contribution to the North Pacific Storm -- I'm not
7 talking about the CO2 effects on what we call global
8 warming which in themselves are a disaster. I'm talking
9 about impacts that come from the added soot that goes in
10 through the weather pattern that effects here, us in the
11 Pacific Northwest. (Speaker not understandable.) -- why
12 we get much more less than now then when I came out here
13 in '67. I found a peer reviewed article that addressed
14 the impacts of the soot and other small particles
15 spilling from -- coal burning on the weather here in
16 the Pacific Northwest. The article said the air quality
17 increased the size of raindrops and clouds. (Speaker
18 not understandable.) That study was done in 2007. The
19 weather change mentioned in the article has become
20 extremely obvious.

21 I can easily extrapolate the effects of having soot
22 from burning millions more tons of filthy coal in Asia
23 on the northwest weather. (Speaker not understandable.)
24 -- and a couple of tornadoes, which we don't have now,
25 but we will have. These damaging weather phenomena all

1 result from previously rare deep convective clouds that
2 will vastly increase if this project goes through.

3 Here, try and envision this one, I can't help but
4 envisioning a made -- (Speaker is not understandable.)

5 MS. STRAUSZ-CLARK: 72, 73, and 74. 72
6 you're, at the microphone. 73 and 74, you're at the
7 table.

8 THE SPEAKER: My name is Melody Young, and I
9 have been a resident of Skagit County for 32 years.
10 I'd like to speak about the farmer routes and first
11 about global warming because I think all of us here care
12 about the environment and what is protected and know
13 that coal burning -- The farmland issue, I also go to
14 the Andrews Farm Market, and I purchase a lot of foods
15 that these local farms produce.

16 We're concerned because based on the Washington
17 State department of transportation studies and those
18 other transportation groups, it's been documented that
19 the rail line running along I-5 corridor from Everett to
20 the Canadian is practically at full capacity. One of
21 those restricted choke points is the section of the
22 track running next to Sammish Bay below Chuckanut Drive.
23 There is no room there to double track.

24 The expected 18 coal trains per trains would affect
25 more than double the amount of train traffic to Cherry

1 Point for which there is no additional capacity.

2 One possible short-term mitigation is to route
3 freight trains and empty coal cars to the rail line
4 running through Sedro Wooley and the South Fork Valley.
5 Long term, there is potential of upgrading that line to
6 where it could carry the weight of fully loaded coal
7 cars.

8 Because this option exists and has been documented,
9 there is need for the EIS to fully evaluate this option
10 and all its risks to the communities, farms, schools,
11 and businesses that exist along the right-of-way that
12 parallels State Highway 9 from Sedro Woolley to the
13 Canadian border.

14 I ask that the EIS scope rail impacts on the
15 valley. This requires a regional cumulative rail
16 traffic study that assumes all terminals and includes
17 other existing and future rail, Amtrak freight, and
18 maximum potential -- anyway, I think I'm done.

19 Please investigate the route along Highway 9.

20 MS. STRAUSZ-CLARK: 73, 74, and 75. 73,
21 you're at the microphone, 74 and 75, your at the table.

22 THE SPEAKER: Mary Pat Larsen. I am going to
23 talk about other places I have been that aren't in the
24 area, where I had become close and personal with coal.
25 The first place as Belgrade, Yugoslavia in 1966, and

1 there everything was old -- burned coal to keep your
2 house warm. And they got pretty cold there in the
3 winters. A lot of coal as burned, and you can see this
4 whole atmosphere had this blackness to it.

5 The second place was China, 2001. In that case my
6 daughter was getting married in 2001 in China. We were
7 in this horrible little town that was -- that actually
8 belonged to -- (Speaker not understandable.) -- who
9 wasn't very popular even among Chinese. They had things
10 like coal going right through the city, plus they had
11 big, huge towers of natural gases they just burned off.
12 I, I happened -- they gave me because we were foreigners
13 a real nice hotel room. So I was happy to get that, and
14 my husband at that time. It just so happen these coal
15 trains we're going right under our window, and I started
16 developing this cough. It wouldn't go away and,
17 therefore, I got close and personal with our asthma and
18 allergy clinics.

19 So I'm wondering what are things that Yugoslavia in
20 1967 have with China in 2001. One is they're third
21 world countries where they -- China thought it was, and
22 kind regarded itself as that. The second thing is
23 they're common. So that means we didn't have -- if we
24 had something -- the things we have now is something we
25 wouldn't have there.

1 MS. STRAUSZ-CLARK: 74, and 75. 74, you're at
2 the mic. 75, you're at the table.

3 Please state your name for the record.

4 THE SPEAKER: Bill Pfeifer from Concrete. The
5 Army Corps of engineers must decide to conduct a broad
6 environmental review for all of us, a review that
7 doesn't cover the complete path of the coal from
8 extraction to loading on ships isn't a scientific
9 complete review. The entire process must be analyzed
10 from start to finish. I say that because somebody, one
11 of your groups said we may or may not have a complete
12 evaluation. I think we need to evaluate the whole
13 process.

14 Now, I realize that some level of coal
15 transportation is likely, even though I'd like not to
16 see any coal at all, but I know some of it is going to
17 get approved. But we can minimize the impact of coal
18 transportation through the states by restricting the
19 transport of coal to the port on the Columbia River with
20 barges and container ships going from there directly to
21 the sea. We want no transportation of coal along the
22 I-5 corridor.

23 If you want to sell coal to China, well, that's
24 another issue, just don't haul it through towns and
25 cities in Washington.

1 My wife and I were on a recent trip to Washington
2 D.C. and took the train to New York, and we realized
3 that almost all arterials in small towns along the way
4 have overpasses for the trains, to avoid backing up
5 traffic. On the east coast, they handle their traffic
6 properly. We need to do that here.

7 If you do insist on allowing coal companies to haul
8 their product through Washington, make them pay for the
9 privilege -- the companies, not the local municipalities
10 -- must pay for all overpasses necessary to avoid
11 blocking arterial in the cities they travel to. Thank
12 you.

13 MS. STRAUSZ-CLARK: 75, state your name for
14 the record.

15 THE SPEAKER: Bradley Clurd. I'd like to
16 speak about law, formality, and happiness.

17 Have you ever heard of a co-efficient happiness?
18 This project may be determined to be legal, however, it
19 is clearly immoral. The question is does it grieve --
20 violation of our shared environment, the moral violation
21 of our shared environment. If I'm morally violated, I
22 will depressed, agitated, mentally compromised,
23 spiritually -- unable to focus, and my constitutional
24 right of my pursuant happiness would have been
25 crucified.

1 The County of Britan has measured happiness for
2 years. In fact, it use a coalition of happiness, not
3 gross national product.

4 Please measure significant adverse impacts of
5 projects, direct accumulative environmental impacts and
6 the sequent impact on Skagit Valley resident's
7 coefficients of happiness. To clarify, overrated
8 experience, profit or not, people with serious
9 happiness.

10 MS. STRAUSZ-CLARK: Thank you everyone. That
11 was our last comment for the evening. Thank you very
12 much for your participation on behalf of the Co-Lead
13 Agencies, we appreciate you coming. Safe travels, and
14 we'll see some of you at the next one.

15 (The meeting concluded at 7:02 p.m.)

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