

Seattle Meeting 12/13/12

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5 Larry Ebersole		5 Ann Thoreson	5 Peter Ellian
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8 Glenn Phillips		8 Sharon Lavine	8 Will Priest
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**Individual Verbal Comment
(Recorder)**

**Individual Verbal Comment
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**Public Verbal Comments
(Room 1)**

**Public Verbal Comments
(Room 2)**

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Individual Verbal Comments (Tape Recorder)

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Jeff Kelley

3538 Nacomis Road SE, Port Orchard, WA 98366

I am here in support of the coal terminal. I urge everybody to go ahead with this project. It means a lot for us in construction. It means jobs and we need jobs right now. Thank you.

Barbara Lau

12941 169th Avenue NE, Redmond, WA 98052

I am here today to represent myself. I have a Masters Degree in Physical Geography and an MBA both from UCLA. I have spent 20 years in the environmental industry writing environmental impact reports. I am also a teacher. The reason I am here is because I believe that this is a global issue. What we are doing is we are transporting dirty coal to be burned in factories in China and that smoke and that pollution then comes across the ocean and causes ocean acidification and then global warming. In addition, it causes a lot of health problems in China itself and the other thing on the business side of my education I realize that China has produced a very cheap solar panel product. Those solar panel products are shipped to us. Not only that, they are building one of the largest hydroelectric dams in the entire world. Why are we supporting their industries by buying their product and they are not using them themselves there? Instead they are buying our dirty, old technology to produce energy efficiency to ship to export to us. I think that we need to have them use their own environmentally friendly products and we do not need to send them coal. We do not need to cause all the problems that coal causes across the entire United States with the health issues, the fishing issues, the ocean acidification issues, global warming and of course all of the dangers regarding transporting such a dangerous product across the United States. Thank you very much.

Susan Burnett

5563 29th Avenue, NE, Seattle, WA 98105

I am really opposed to the coal trains. I want to tell you that I have asthma and my asthma was developed as an adult. Every time the particulate level rises I have more trouble. I am on corticosteroids twice a day. What I am trying to say is that there is no doubt in my mind that the coal dust in the air is going to impact me and other people and asthma cases are rising. So I am just asking that you please keep in mind the fact that the coal will cause all sorts of problems for human beings, for animals, for vegetation, for wetlands, and for the marine mammals and ask you to please consider long-term effects, not just jobs and I'm sympathetic to people who need jobs. Thank you for listening to me.

Marc Heilesen

12703 4th Avenue NW, Seattle, WA

I live less than 1/2 mile from the major BNSF line by Carkeek Park. I am very concerned about the potential of coal dust and increased diesel emissions and other toxic air pollution that will be put on my children in a more concentrated manner. It's been shown to actually cause all sorts of damage in children's lungs, developing lungs, and even cancer in adults and is a grave concern of mine. My children play in Carkeek Park, which is a Seattle park and I believe it is protected under Section 4f so I think any potential air quality, coal dust, or safety impacts associated with rail travel from coal should be thoroughly studied of all the potential dangers of spilling coal, coal dust, and the emissions of the diesel

engines themselves. I think it deserves a full study all from the mines of Montana to the ports should be looked at to protect people's families just like mine.

Larry Ebersole

4700 12th Avenue NE, Apt 207, Seattle, WA 98105

I am a mental health counselor associate who has been unemployed, semi-retired. I am an advocate for public health. What do I want to say? I am particularly concerned about the cumulative public health impacts of this project. It is just a proposed project, but I understand that it is getting segmented and I think that all of the public health impacts need to be examined together. By public health impacts I mean Impacts on the actual workers who might do the jobs, as well as all of the so-called downwind communities. Those of us who will be affected by the tons of coal dust and other industrial pollutants that are part of this proposed project. I also am concerned about trade with China. Any trade with the government of China needs to be fair trade and please realize that the government of China is the leading proponent of executions in the entire world. Any business would have to develop a code of conduct if they are going to be involved with the Chinese society that would oppose human rights violations as stated in the universal declaration of human rights. This being the week and the day here in Seattle, that we celebrate the universal declaration of human rights. Those are my main concerns, I have others, I will be put those into writing and elaborate. Thanks for the chance to comment on this proposed, not done deal, but proposed project.

Ruth Fruland

7744 43rd Ave NE, Seattle, WA 98115

I am here because I want to basically talk against the coal trains for a number of very sound reasons related to the local health, the impact of the coal dust, the incredible traffic from the trains, and then of course, the burning of the coal, which the atmosphere cannot really support. Any money that is spent of taxpayers' money is wasted in old fossil fuels. We need to be spending our money and subsidizing new alternatives and totally sustainable and renewable fuels, like solar , wind, and water, which we have a fair amount here in the Pacific Northwest. That is basically it. It is just foolish to be doing any more of the fossil fuels, although it has been said that not all of the fossils are in the fuels.

Brittney Farrow

4904 Erskine Way SW, Seattle, WA 98116

My comment is simply that right now in this critical juncture on this planet with global warming as it is, the last thing that anybody should be considering is exporting such a dirty fuel source such as coal to another country, particularly when that other country doesn't have the same kind of environmental standards that the United States has. Here in the Pacific Northwest we have decided that burning coal is too dirty even with the standards that the United States has and it makes no sense to use more fossil fuels to ship that dirty coal around the world and let them burn it because we are a global system and what they burn will affect our quality of life here. The number of jobs is absolutely irrelevant when it comes to something as important as global warming.

Glenn Phillips

1711 23rd Ave S, Apt. 217, Seattle, WA 98144

As a resident of this state for 35 years, I strongly oppose the Gateway project. For one, the infrastructure doesn't support the train connections and two, we must study the impact of climate change, which will affect the Northwest adversely. Also affect the arctic, which is already five times

faster than any other spot. So, basically these are the two grounds, the Infrastructure is not strong enough to support 18 trains a day and climate change has to be looked into. Thank you very much.

Susan Dehlendorf

165 Byron Road, Friday Harbor, WA

My comments on the Gateway Pacific project are directed mostly toward the negative impacts on the San Juan Islands of this proposed project. I know that the initial defined scope of the project of the study is just the area immediately surrounding the terminal. I want to argue strongly that because the impacts are so far flung that the study area should be much greater. In a perfect world I would like you to study the cumulative impacts of all the proposed coal projects along the coasts and of the rail corridors and rail activity leading to those proposed coal ports and what is going on at the actual extraction site, but absent that, I would just suggest that the impacts of the shipments from the port itself through the waters of San Juan Island out into through the Straits of Juan de Fuca be considered very strongly because our island archipelago is totally dependent upon the quality of our water. Our economy is dependent upon that, not to mention our quality of life. The tourism industry is of inestimable value to our community and we need to protect it if we possibly can. The danger of coal ships coming through the straits would pose an unacceptable risk. You may think that mitigation is possible in that tugs or double-hold ships could be required, but I honestly think that the risk is too great. I suggest that the no-action alternative, don't even dig the coal up, is the best one.

Olivia One Feather

28631 153rd Place SE, Kent, WA

I am here as a representative of the Standing Rock Tribe in South Dakota. I live here as a resident. This coal is actually being taken from the Treaty of Fort Laramie. I would like to remind you about and the treaty broken and the government lying to us one more time. We are not going to sit and take it any longer. We are paying attention and are awake. The seventh generation is here. I would please ask you to not bring coal to the Pacific Northwest and the Lummi sacred land at Cherry Point. Thank you.

Donald Larson

8422 41st Avenue SW, Seattle, WA 98136

I would like to state that I am opposed to the coal terminal because I don't think in this day and age we can afford to burn more coal. It is one of the most polluting substances in the world. With the climate warming we can't afford to burn any more coal. We need to keep it in the ground. I'm also opposed for environmental factors such as pollution of our waterways, our air, and the noise it would generate, the pollution. We are trying to clean up Puget Sound. We don't want to contribute more coal dust and runoff into our Sound. I am also concerned about marine species (our salmon). They are struggling already and this definitely wouldn't help their fate. Also, another point is the one about jobs. I think the cost of the jobs that would be created would be pretty prohibitive when you consider the external cost of creating these jobs, such as the pollution and environmental factors that would have to be paid for by the public. It would be expensive jobs that were being created. I don't think the state of Washington needs to be an enabler of coal exportation and burning.

Robert Galvan

320 23rd Avenue South, Seattle, WA 98144

Well, I'm concerned that no matter what you do after you build the infrastructure there is going to be less employment and nothing but pollution left for all the residents that these trains go through. I'm an

asthmatic and I know this coal dust and I get sick enough as it is just from the car dust and the emissions from there. The coal dust itself is going to create a lot of pollution in the air and coat a lot of houses and plants and my children and grandchildren, and I have two great grandchildren, 16 grandchildren, and 2 great grandchildren, 7 kids, for them and their kids and generations that I want this not to happen. Find other alternative sources of energy that haven't been tapped to the fullest and we have to think of the generations ahead and cleaner energy resources.

Keith Weir

15671 20th Avenue SW, Burien, WA 98166

I am here on behalf of the construction workers of Seattle and King County. I work for the Seattle and King County Building and Construction Trades Council. I myself am an electrician. Out of IBW Local 46. During this downturn in the economy, this recession that we have been having, we've had 30 to 50 percent unemployment and some of our local construction unions have brothers and sisters in my own local that haven't work for over 2 years. They have been without steady work, unemployment has run out, childcare issues, you name it, you don't have a job, that's what happens. The argument I hear from a lot of folks is they are temporary jobs. These are only going to be temporary jobs. Well, every construction job is a temporary job. The first day we show up and start working is the first day we start working ourselves out of a job. That is the nature of the business. This is going to benefit Whatcom County, our members will travel up there to build the facility as well and work and the members that live up there will go to work there and it will benefit their community. My greatest fear is, I fully support that we go through the whole process here, the whole scoping process, look at all the environmental impacts, everything else, I want a full and coherent process done, but my biggest fear is that this would be sidetracked or sidelined, project wouldn't happen, last depot or port we could develop, it would be a shame to let an economic opportunity like this pass and then watch the trains go on by anyway not stopping in Washington state and reaping any economic benefit from it as we watch it go across the border to Canada and then on its way to China. That would just be a great disservice to the citizens of Whatcom County and Washington state I think. Thank you. We need jobs. As I said I'm fully in support of the full review and everything else.

Dan Morris

8340 24th Avenue NW, Seattle, WA 98117

I want to talk about health effects of coal. Per Burlington Northern's transportation train release, they claim up to 3 percent of the coal can be released as particles in the air. These 100s of tons of soot and ash can cause asthma, emphysema, and other respiratory problems for 1,000s of people living near these train tracks. Coal dust and the trains diesel exhaust damages nearby waterways, harms fish in the Columbia River and the Puget Sound. Burning coal puts lead, mercury, arsenic, chromium, hydrogen chloride, soot, ash, CO₂, sulfur dioxide into the air, rain and soil, as well as on the vegetables in our gardens and into our lungs. We in Seattle today, right now are breathing these toxic pollutants. NOAH has tested the air and found approximately 4% of the dust particles in the air of Seattle come from burning coal in China. Washington and Oregon are the first large land mass where these coal pollutants hit the land. These coal pollution dust streams are now circulating the planet, they are damaging the Pacific Ocean and all the marine creatures that live there with acidity, soot, CO₂, increasing water temperature, and storms like Sandy. Soot ash, fine particles, mercury, heavy metals, and the other 10 toxics listed above. To those that say we need these coal exports for jobs, I ask you to ask yourselves do you want to be responsible for the inevitable health and environmental damage that this will cause to asthmatic children, plants, fish, birds, air, and water quality over thousands of square miles for many years to come.

Mary Ferm

5062 New Sweden Road, Bainbridge Island, Washington

A couple of aspects that were not mentioned in the big meeting. Would you please study if the promised jobs are targeting the segments of the community that are really in need of jobs and are the people who are in need of jobs qualified for these jobs that would be available for building the coal port. The other thing I would like you to study is how the coal operations and the transport of coal through Puget Sound would impact the inversion layer of smog, which we experience quite a bit in the winter and the summer. Is Puget Sound, are our weather patterns appropriate for handling this kind of air pollution?

Bill Chemnick

2526 33rd Avenue S, Seattle, WA

Hi. Some of my main concerns actually are economic in consequence, but I also have concerns about public health, noise pollution, and all the other issues that people have commented on. Seattle is the economic center for Washington state and actually the Pacific Northwest. One of the most densely populated cities on the West Coast. My concern is that the railroad is going to go through and actually have the maximum impact on people because it is going through a large economic center, but also a huge commercial impact. Washington state only has property tax. It does not have income tax and the most expensive real estate is actually along the water. Those tax revenues go to pay for public schools, police, roads, for everything that we have in our city and I'm concerned that if those property values are affected by all of the issues involved in this. Also concerned that the maximum number of people going to their jobs maybe at Amazon, maybe at Biotech, other stuff that we depend on in our state are going to have to sit for 6 minutes for a train to go by every hour. The impact that it will have on revenue in our state and actual commercial center. To mitigate that I'm wondering whether you have looked at potentially if it does go into effect, changing where the train goes so that it doesn't go into the most densely populated areas of the state, but perhaps into an area that is less economically essential to the state, less environmentally problematic, and not on a fault line right where an earthquake could potentially have devastating impacts on it. I know that the BSNF railroad is there, but I'm wondering whether or not if you have looked at potentially other routes to Bellingham that will not maximize the impact on our environmental problems and the people who in Washington state. Thank you.

Deborah Lapidus

800 2nd Avenue North, Apt 41, Seattle, WA 98109

I recently moved to Seattle a year and a half ago and part of the reason we moved here was because the area was known for its commitment to sustainability and for having exceptionally clean water and air resources. I feel that if we become the No. 1 spot for exporting coal in the country, we will lose that well-earned reputation and actually a number of jobs and the economy at large will suffer if people will not move here for the same reasons that I did and businesses will stay away businesses that rely on clean resources to produce will stay away. I also think the scoping of the EIS assessment should be broader than just the local impacts. I think we need to give the opportunity for communities where the coal is extracted to where diseases and cancers are going to be much higher, to be assessed in this as well in addition to all the communities along the way where the trains are plowing through between where the coal is extracted and this region. And I think we also need to consider the impacts of not only the impacts of peoples health in China and across that region where the coal will be burned, but the impacts from that same pollution coming back to hit us overseas here. Finally, we can't ignore the impact to global warming that comes as a result of burning all those tons of coal and so I think we need

to consider that and what rising sea levels mean for Seattle and the state of Washington. Those are my comments.

Jason Hodin

223 14th Avenue East, Apt #1, Seattle, WA

I am here to learn more than I am to comment because I've learned a lot more than I really had to say at the beginning, but I am left with one very large question that I would like addressed in the context of this review. Which is, is it really appropriate to be limiting the impact of this project to the site at which the terminal is built when the implications are clearly much much broader than that. So I would like to know as a resident of King County whether the impacts to me here in King County directly and directly through climate change, affects on the ocean, affects on the habitat around, affects on regional, local, and global issues, economics, and growth. Are those issues that should be considered because it seems that they are a lot larger than the number of jobs and the number of jobs and direct impacts on that specific site.

Dr. Dave Bain

20218 108th Ave NE, Bothell, WA

I spent the last 35 years studying marine mammals and since part of the work part of the terminal will be built in the critical habitat for killer whales, the EIS should contain all the information needed for the Section 7 consultation about the impact on killer whales. This includes impact on primary constituent elements such as prey availability that means not only the local impacts need to be considered, but also the effects on the salmon that migrate through killer whale critical habitat would need to be considered. Toxins are a major threat to killer whales so the toxins need to be considered. Both those released locally as well as those that are globally released that come into the killer whale food chain through the atmosphere or marine current transport. Noise is another impact on killer whales that needs to be considered. That means the shipping traffic will need to be considered as well. Disease is another threat identified for killer whales so the impact particularly of coal dust needs to be considered as killer whales lack the silian in their respiratory to expel it. In addition to killer whales other endangered species would be affected including humpback whales and marbled murrelets and other marine mammals such as harbor porpoises are very easily disturbed by shipping traffic and potential incidental takes of those species need to be considered as well.

Soren Nilsson

901 6th Avenue, Apt 209, Seattle, Washington

I would like this EIS to consider not only the logistics of the export of resources within the borders of the United States, but also the use of those resources abroad and the global impacts of that usage. Concerning methods of data collection, I think obviously we have a plethora of ways to come up with qualitative information which reflects very hard lines and very utilitarian motivations, but this evening I've heard a lot of comments from people that reflect spiritual, cultural, and moral perspectives on this issue and I really ask that the EIS reflect this type of data as well and weigh it equally against more quantitative data. So the use of different kinds of information to inform the decision and the questions asked by the EIS. I also think that it is very important that the EIS weigh an obligation to First Nations, specifically towards the health of salmon. I think a lot of people overlook that we are actually obligated to maintain healthy salmon populations through the Stevens Treaties in the Bolt decision in the 1970s and so I think that it is very important that we consider how coal will really affect salmon populations because we are obligated to maintain those populations.

Amy Gulick

44521 SE 166th Street, North Bend, WA 98045

I'm surprised and saddened that in the year 2012 knowing what we know today about the negative impacts of burning fossil fuels, both for the planet and people that we are even considering building the Gateway Pacific Coal Terminal in Bellingham or anywhere else for that matter. But here we are and here's what I would like you to consider. What are the cumulative impacts of transporting the coal from its source to the terminal to its final destination? This would include the exposure to diesel exhaust from coal trains and cargo ships, the exposure to coal dust, the increase in stress caused by longer wait times at train crossings, increased risk to public safety, as emergency services will be delayed and the impact on wildlife as the coal trains will pose a barrier to habitat connectivity. What are the cumulative impacts of burning the coal at its final destination in China and other parts of the world. We need to know how much carbon will be emitted into the atmosphere and how this will exacerbate the affects of global warming. We also need to know how much lead, mercury, and selenium will be emitted into the air and water and what health affects this will pose to people and wildlife. What are the cumulative impacts on noise pollution? What decibel levels will people and wildlife be exposed to and what will be the frequency of the exposure? It is beyond unthinkable that in 2012 we continue to race full throttle down the fossil fuel track throwing ourselves in front of an out-of-control carbon freight train. Thank you.

Nancy Hepp

6427 Max Houghton Road, Clinton, Washington

I am a research and communications specialist with the Collaborative on Health and the Environment. I encourage the U.S. Army Corps of Engineers, the State Department of Ecology, and Whatcom County to conduct a full, formal health impact assessment on the proposed Gateway Pacific Terminal. Issues to be considered include, but are not limited to these affects on the health of residents all along the rail lines including densely populated areas. The affect of a 1.6-mile-long heavily burdened train passing through communities at all hours of the day and night. The proposed 18 trains per day will bring noise, traffic delays and substantial diesel exhaust from the 4 engines that each train will need to pull their loads. Plus extra auto exhaust from cars waiting at railroad crossings. Increased train traffic will also bring the risk of additional train wrecks and fatalities. The affects of coal dust escaping and blowing during loading, unloading, and transport of the coal. The dust is breathed in by people and also lands on and contaminates water and agricultural land, plus it coats trees that currently filter other pollutants from the air. Consider the affects of coal dust on snow on the mountains, which likely will accelerate premature melting of the snow pack and can lead to water shortages. With each train car estimated to lose up to 500 lbs of coal dust just during transport, coal dust is not an insignificant issue. The affects of the heavy metals including mercury, lead, and cadmium within the coal as it drifts into our neighborhoods. The affects of additional diesel dirty exhaust from the behemoth transport ships. The affects on the residents of Washington from burning the coal in Asia. Emissions from coal-fired plants in China already contribute between 15 and 30 percent of the mercury pollution in Washington waters. Washington is not ready to be turned into another cancer alley. Washington residents deserve better.

Janet Rayor

110 North 87th Street, Seattle, WA 98103

I am concerned about the bilge waters that will be coming back from China. There is an estimated 430 tankers in a year that will be coming. I'm concerned about pollutants coming back. I am concerned about radioactivity from the coal ash that will have to go someplace and it will go in the ocean. I'm also concerned about invasive species coming back to Puget Sound. Even if they dump out in the ocean it

coming back in there. I'm concerned about human health. About being out in the waters. I usually swim out at Golden Gardens. What the issues, I would like them to be studied. What the issues for human health on those pollutants and radioactivity being in the water. Also if we can find out how many invasive species are coming in. What would be the issues with the ecosystem and also I'm saying a lot of different studies, but I think that this is really important that we think about what is happening with those bilge waters. Also finding out how much radioactivity can we really have for the sea life, both for the fishing industry and for the orcas. We've already got too much acidification so we just want to find out will we be really adding a lot. I think it is important to make sure we have a thorough scoping of that. Thank you so much.

Craig Cyr

1130 5th Avenue South, #205, Edmonds, WA 98020

Thank you for the opportunity to make my statement. I live 0.9 mile from the tracks. I listen to train whistles all night and all day long. They are disruptive, they wake me up, and an additional 18 trains making noise is a real concern to me. I don't know of any way to mitigate that, and that is one of the several reasons that I oppose this proposal. I am also very much concerned about the blowback coming in from China. We ship the coal over there, it gets burned, and all the stuff blows right back over to us and I think that is something also to consider. I am going to wrap it up and thank you Carol who is holding this recording device and thank you for conducting these hearings. I hope you will take this seriously. I'm worried that all the money behind this means it is going to happen, but I hope you will listen to the citizen's input. Thank you.

Sandra Paine

3007 Rucker Avenue, Everett, Washington

I am here to protest the coal trains that are going to be running on the XL pipeline up to Cherry Point. We live just a stone's throw from the train yards. Already the noise is deafening and is worsening our own values. My grandfather was a coal miner and so was my uncle and I've seen what coal does to the communities. We can't tolerate, allow it, and it needs to be stopped and that is my opinion. Thank you.

Neil Planert

117 NW 59th Street, Seattle, 98107

And I have a lot of concerns about the introduction of coal passing through the Northwest but the bottom-line for me is, at this time, we should seriously, as a country, think about our impacts on climate change and this country has refused to move in a direction to reduce its impacts to the extent that we need to. And mining more coal or sending it off to other countries to be burned is a huge step in the wrong direction and is going to just exacerbate the problems down the road for the next generation. I'm also concerned about the local impacts on our very delicate aquatic marine and inland water systems. Should there be a spill, I hear that the boats that are carrying this coal overseas are huge and contain huge amounts of bunker fuel which is very damaging to wildlife, the marine life if that should spill. We have a number of endangered species already listed and our salmon on the Columbia River and local waters offshore would be jeopardized as well as other aquatic animal life. So I think it's a bad idea. I realize that there are tradeoffs for that but we can use more renewable sources of energy and have a greater push for that and get jobs from that as well. Those are my comments.

Gregory Longman

7850 E. Greenlake Drive N, Seattle, WA

We have overfished our Sound. We have cut down all of our trees. Both of those industries have been lost because of overuse. Now this is, coal is another story but we don't need to more greatly impact of environment with the coal issue. It's a dirty job; we don't need to do it. This coal is in a very safe place right now in the ground. Leave it there until we need it and until our industry can figure out some way to burn it cleanly and use it in the country cleanly. If they can't figure that out, leave the damn stuff in the ground and get your stuff from Australia if you need to. And then as far as the whole traffic business that runs through Seattle and all the other communities that are on the track, I don't care if it's in Idaho or Eastern Washington or where it is, it's a bad idea. So I don't think it will ever be good. I think the justification for jobs is... that's what I was talking about when I was talking about the forest industry – where we used to have a logging industry in this state or the fishing industry when we had fishing in Puget Sound. All of this is gone because we over did it. Leave the stuff where it is and don't make anymore disruptions in the environment for no good reason than profit. Profit does not justify this operation. Thank you.

Barbara Shaiman

2607 Western Avenue, Seattle, WA, 98121

That's in Belltown and the trains would be going two blocks from my house, between the condo that I live in and the waterfront. And the reason I am opposing it is partly because of the dirty coal dust that comes out of the planes – or the trains, sorry. I think it's really not going to be good for people's health – causes respiratory problems and especially for anyone who already has any sort of respiratory issues – I think it would be very dangerous and it's a very dense urban area with a lot of people living in condos and apartments so I don't think it's a suitable place to run trains with coal dust coming out of them. There's already a lot of trains that go by there. And I think the addition of 18 coal trucks a day would be highly excessive. Also Seattle is trying to connect the downtown core to the waterfront and Belltown is part of the downtown core and it would keep people from going to the waterfront because of every time you walk down there you'd have to worry about trains going by spewing filthy black dust at you. There's also a sculpture park there and it would impact people in the sculpture park. It just doesn't make sense for a dense urban area. I'm also concerned about the climate change and I don't think coal is a reasonable direction to go in. We have to choose other directions like alternative energy. I know we need jobs - that's very important. But they should be in alternative energy not in dirty coal power. Thank you.

Norman Petersen

My concern is that there's already trains going through Seattle and down the Columbia River I assume, that are going up to export coal out of Canada. If this terminal is not built or not allowed then they will simply bypass the Cherry Point and all those coal trains will go to Canada and pass right through. So the Environmental Impact Statement needs to cover not just the coal facility at Cherry Point but it needs to include the impact of all of the train traffic going either to Canada or Cherry Point and that's a significant amount. And I want to make sure that that is included in the Impact Statement. I'm not sure... my understanding is that the Impact Statement that's being done does not include the coal trains. I'm not sure that's true. Is that true?

“It is for the trains that will go from the mines to the terminal in Washington.”

Right. And so we need to include all the trains that are going, in addition to Canada to make sure that that's in this also. This is not a good idea. It's bad for the environment, it's bad for health, and it's bad for everybody. We need to stop the use of coal and work on renewable energy. Thank you.

Lydia Achoff

4303 Phinney Avenue N. Apt 5, Seattle, WA, 98103

I'm here today because I'm a business analyst. What I do for a living is analyze difficult business problems for major corporations. I work for probably the largest Fortune 100 company in that field, we do financial and other types of analysis. I know that jobs is one of the big questions of the people that support the coal train. I oppose the coal train for exactly that reason. Mind you, I do also, I am also, in favor of keeping the environment clean, but let's just look at jobs alone for a moment. Will the building of this coal train facility bring in jobs? Absolutely. But how many jobs will be lost? My specialty actually is travel, tourism, and transportation. There will be a great number of jobs lost in the tourism sector not only, and in the fishing sector too. And those jobs have a domino effect with other jobs, the jobs in the tourism sector are very much connected to each other. So if our pristine environment is damaged, we'll lose those jobs. In the end there's no net gain of jobs. It's a net loss of jobs and that's one of my big concerns. Thank you so much for hearing my comments today.

Bruce Wolcott

7744 43rd Ave NE, Wychwood, Seattle, 98112

And I'm speaking to express my concern that the scoping committee will take a look at the long range effect of the coal pollution coming out of China from the exports that we're sending there. On the shellfish industry in Puget Sound – the shellfish industry currently is suffering from a phenomenon called oceanacidification and starting back in 2005 shellfish hatcheries in Washington and Oregon began seeing larval oysters dying by the millions. They connected with scientists who did some testing and found out the water coming into the hatcheries was becoming so corrosive that it was eating away at the oyster shells before they could form. Basically the shellfish industry in Puget Sound is \$270 million dollars per year and supports 3,200 jobs – makes Washington the home to the largest shellfish farming industry in the United States. My concern is that, with the additional pollution coming from coal being shipped to China that's no longer being allowed to be used in the United States, that acidification not only in the Pacific Ocean but also Puget Sound where waters are less mobile, will further make the situation worse for the shellfish industry and I would like the scoping committee to take a look and see what the extent of that damage might be. Thank you.

Paula Rotundi

My name's Paula Rotundi. I'm one of the several thousand people who live within five miles of Cherry Point. The photo I'm holding shows the Westshore coal terminal which is five miles from Point Roberts. People in Point Roberts say coal dust coats their homes, yards, and patio furniture. The Point Roberts marina manager reports losing business because coal dust constantly blackens boats moored in the marina. A 2001 Canadian study found that every year more than 1 ½ million pounds of coal dust escape into the air from Westshore. GPT would be twice as big as Westshore and use the same dust control techniques on its uncovered coal stockpiles as used by Westshore and other terminals. The evidence from all shows they cannot prevent coal dust from escaping these massive uncovered coal stockpiles. Every year more than 3 million pounds of coal dust would escape from GTP's uncovered coal stockpiles and the wind would blow it for miles in every direction where thousands of us live and many thousands more come to work and to vacation. Coal dust is filthy and toxic. It contains lead, mercury, and arsenic. 205 Whatcom county doctors, including mine, say there's no safe level of exposure to the toxins in coal dust. Please study cumulative impacts of GPT coal dust on air, land, and water quality and on the health of people, marine life, and all natural resources for as far as air and water could carry it. Please study impacts of coal dust on existing jobs and businesses especially farming, commercial fishing, and tourism. GTP's uncovered coal stockpiles would be a mile from BP Cherry Point Refinery. Please study impacts of

accumulating coal dust to safety operations at BP Refinery and on BP's 850 fulltime employees. Please study these impacts as though you and your loved ones lived within five miles of Cherry Point. Thank you very much.

Nancy Roberts

Kirkland, WA

I am a member of the Eastside Audubon Society but I am not representing them at this point. I am also a retiree from US Fish and Wildlife Service from which I became very familiar with migratory bird protection law. I haven't heard anyone mention that today at the meeting and I'd like to bring that up. With how the birds are affected by shipping coal to China and encouraging the burning of coal, it increases the acidity of the oceans which directly affects the migratory birds that pass through the Pacific Flyway. Our area is one of the major stopping and feeding areas and resting areas for migratory shore birds that migrate twice a year as far down as the Arctic and as far north as the North Pole. My concern is that their food chain will be totally destroyed with the acidic acids of the ocean as it becomes more acidic with the burning of coal which is not in dispute. So I would like that to be considered in the Environmental Impact Statement – of the affect on the Pacific Flyway of migratory birds that directly affects human beings also because migratory birds eat insects also. If we don't have anything that eats insects our crops will be destroyed, diseases will be spread. It does affect the health of human beings, not only the health of the birds. I do not wish to see another silent spring. Thank you.

Greg Ruby

3815 25th Avenue S, Seattle, WA

I'd like to address several things today for you to consider and look at. I grew up in western Pennsylvania which is coal country. Many of the reasons for this terminal have been stated in terms of economics and jobs and I can say that having grown up in a place which was once rich and abundant in coal those jobs are very temporary and not sustainable and not long standing. Additionally I live in the Beacon Hill neighborhood of Seattle. I cross through the SoDo district of Seattle many times in a week including with my son. The lengthy waits of time for responders, first responders, emergency responders will be concerning to have a mile long coal train coming through one of the most densely populated parts of the state. Additionally I'm very concerned about the coal dust and the health effects. I would like you to look into the health effects. Additionally I feel strongly that I would like to see, as we're talking about the economic benefit of these things, I would like to see who is going to make the largest economic benefit of this and how few hands that benefit is concentrated. Additionally my concern is for the waters and for the fish. And should an accident occur in the shipping, either by train or by sea, how can those impacts be measured against the economics of the potential jobs gained. I feel that when we look at the big picture this is a no brainer, we can't do it. Thank you.

Karen Olsen

2944 NW Esplinaud, Seattle, WA, 98117

To all the coal lead representatives, thanks for letting me participate in this environmental review process. I really appreciate the opportunity to be heard. I am a concerned citizen and a long time Ballard resident. I live a little north, northeast of Meadow Point, down by Gold Gardens in North Seattle and I live right along the rail line. I have a whole bevy of concerns regarding strip mining coal and the Powder River basin shipping it via rail up to Cherry Point and then shipping to overseas. Everything from global warming to traffic jams created by mile and half long trains. But the point I would like to speak to today is the additional coal trains that will be passing through, well not only our community, but many communities along the rail line. I have a real concern about the weight of these trains and the frequency

and what they are going to possibly do to the stability of the land. This is not just a nuance, this is an issue, it's a safety issue. Will our houses shaken free from the foundations if there's a, God forbid, an earthquake or tremors, will this add to the mix and is there higher risk of us losing our homes or having lots of damage done. I ask you to study that impact of vibration of the trains.

Eric Tremblay

I live in near Coupeville WA on Whidbey Island

I would like to comment about the very poor record that the bulk class coal carrier ships have. We've all seen the, heard about the accident that the Westshore Terminal last week but a lot of people didn't hear about the coal ship that sank in the Baltic one week ago today named the Bogobalt 199. A couple lives were lost when that ship sank. It didn't make much news around here but I noticed it. I wanted to bring that up to your attention. And the fact that these are ships flying a flag of convenience for cutting costs and they're likely to be cutting maintenance and some of these ships are in very poor condition. And we need to look at this class of vessels' safety record around the world. Thank you.

Mike Murdoch

6535 2nd Avenue NE, Seattle, WA, 98115

I have two concerns. One is enabling other countries to burn coal when we should be curtailing that worldwide. But more importantly here in Washington State I am concerned about the dust from the open coal cars and its impact on the environment in the corridor that they will be travelling in from its source all the way to the dock of shipping. And that's all I have to say.

Matt Kuharic

4421 28th Avenue S, Seattle, WA

I'd like to make several comments so first is that I urge all the coal terminal proposals are conducted in a comprehensive review of the cumulative impacts across all the proposals. I'll also provide specific comments for the Bellingham Cherry Point proposal. I urge that you expand the scope of the EIS to include the rail corridor as well as the terminal itself and that you look at also the indirect impacts of the train shipments. So this includes the health impacts along the corridor especially for particularly vulnerable populations who may not be able to address it, the environmental impacts along the corridor including air and water pollution, and then the indirect impacts of burning the coal. So this would include mercury impacts, impacts related to climate change, ocean acidification, and then also economic impacts. If you're looking at just the direct jobs, that's one thing, but you need to also consider the impacts to vehicle traffic, to freight mobility, to passenger rail. And these impacts need to be considered along with the direct jobs impacts. Those are my comments. Thank you.

Teresa Chegin

411 N 90th Street, #201, Seattle, WA, 98103

In addition to the health and environmental concerns that have been addressed by many others I'd also like to call attention to an article in the Seattle Times on November 6, 2012. There was an article entitled "Report: Coal Trains Would Snarl Traffic." The article discussed a report released by the mayor of Seattle, Mayor Mike McGinn, on the increased traffic congestion that would result from the coal trains going through Seattle. Eight street crossings in Seattle could be blocked as many as 18 times a day for an average of five minutes each according to consulting firm Parametrix. The article also discusses the impact of coal and the impact it could have on the Northwest and global warming even if the coal is burned in China. Firefighters might also not be able to get to some areas on the waterfront due to the

increased traffic congestion. Other cities besides Seattle, including Edmonds and Marysville, have raised concerns about their train traffic near their main streets. For these reasons I oppose coal trains. Thank you for taking my comments.

Suzanne Pardee

17530, 10th Avenue NW, Shoreline, WA 98177

I consider myself both pro-environment and pro-job. I am a member of the Green Party of Washington and also a member of Jobs with Justice. My husband works for the trains and is a union member with transportation and communications union. His union bosses have said they are for the coal terminal. His is not and in fact the membership was not asked what their opinion was. I would like, in the scoping process, for the various committee members to completely look at the whole length of health , environmental, and economic consequences, starting from the mining of the coal through the transportation, both on land and at sea and the resulting burning of the coal. So we have in Montana, where the coal is being mined, severe health impacts as the water and air is contaminated, severe impacts to wildlife, both present and future, and then we have the whole transportation along the line affecting not only the people working on the trains but the farmland nearby, any milk or other herds nearby, the smaller communities, and then we have a coming into Seattle and the other ports of Washington severe environmental impacts when it comes to quality of the water nearby and the air. We're talking about increased cancer rates as well as respiratory asthma, other problems. And then shipping we have the fisheries impact. We have very increased chances of spills within Puget Sound as well as on the ocean. We have so much congestion in the neighborhoods that will be caused as well as the diesel fumes. And then why do we think it could be moral to export dirty coal to China so they can get cancer instead. Cancer is already the number one cause of death in China and I find it to be immoral. It's much better if we do the green new deal that is being promoted by green party presidential candidate, Dr. Jill Stein. She shows the way for a clean renewable future. Thank you.

Marion Kee

5618 162nd Avenue NE in Redmond, WA

I am calling for a comprehensive full environmental impact assessment and statement to be done on this project for the coal terminal at Cherry Point. I grew up in West Virginia and I lived there until I was almost nineteen years old. I voted with my feet and put myself through college in southeast Ohio. I know coal country because that's where I grew up. I grew up in the Kanawha Valley, also known as cancer valley. My best friend from third grade and early grade school died when we were 40 of invasive breast cancer. One of my two best friends from junior high is a stage 4 breast cancer survivor. I am a Hodgkin's disease survivor. I breathed coal dust and coal smoke and chemical effluvia. I have the highest levels of lead in my body that my naturopath, even 4 years after I have been tested, has ever seen. I do not tolerate chelation well because so much comes out of my bloodstream when I chelate so I must chelate at a low level. I have fiber fibromyalgia partly as a result of my chemotherapy but also as far as we can tell, me and my doctors, because of the environmental exposure I had as a child. The coal particles and soot particles in m lungs are still emitting mercury and other heavy metals and I do not tolerate diesel smoke. I cannot live in the city of Seattle because any time I'm over the bridge and in Seattle for longer than about 4 hours unless it is pouring rain, my asthma kicks in. I have had asthma since I was a small child. These are direct impacts of among other things the coal industry, the shipping of coal, and diesel exhaust that is created. I also know about environmental impacts on habitat because I could not even begin to count the number of polluted streams I have seen in my time. I used to hike and camp and fish and I regret to say I ate the fish. This is the cost of what you are proposing to build - the

true cost. I encourage you to take it into account. It's not just coal. It's the shipping, it's the climate change impacts. Thank you.

Bob Burr

1130 40th Street, Bellingham, WA

I ask you to consider an endangered species in your scoping. That species is homosapiens and it is suicidal. It is fiddling while the planet is burning. It is in the midst of a crisis of its own making. I ask you to scope how the entire project will impact the climate crisis and ocean acidification. To look at the entire catastrophic chain starting with the digging of the coal from the hole to its transportation to and from various terminals, to its ultimate burning in the heart of Asia. Do not scope in a vacuum. Here are a few of the things that I worry about. Your job is to mitigate against these worries if you're able to. My premature death because of getting stuck in an ambulance; coal dust and mercury and their impacts on my health; decline in my property value; increase in my taxes to pay for overcrossings, etc.; noise and its impact on my sleep; accidents and spills or sabotage, both along the tracks and on the seas; desecration of sacred burial places; and the history of Peabody with native Americans in Arizona; loss of jobs due to tourism; impact on fisheries; coal fires at the terminals or aboard the ships; the opportunity cost of losing the land for better economic and environmental use; added toxins in my water supply; and the introduction of invasive species into the Salish Sea. We are all canaries in a coal mine – please head our warnings. Thank you.

David Lyman

1620 Belmont Avenue, #129, Seattle, WA, 98122

I think climate change should be our government's most important priority. I think the exportation of coal is one of the worst ideas that we have come up with in a lot of years and I think we should be making decisions based on the long-term health of the entire world rather than based on the local economy. If we look out even 20 years, 30 years, 200, 300, not to mention 2,000 years, this is going to be one of the only things that's important. The burning of coal causes ocean acidification as well as climate change and those are two of the, in my opinion, the largest concerns that our government should have. Governmental decisions are made very frequently based on the interests of corporations instead of the interests of people. And the overwhelming response from an overwhelming number of people is clear. We don't want any coal trains. Thank you.

Jeff Jacobs

Bow, Washington

I came here today to address a couple issues that are important to me locally in Bow. I come from Skagit County where there is a lot of agriculture and we bought our 10 acres there about 8 years ago. It was a piece of pasture and there's a lot of friends of ours who are local organic farmers and we practice sustainable agriculture. The produce that we grow there and the beef that we grow - we have five cows now and we have chickens and turkeys and a lot of fruit, a lot of tree fruit and a lot of berries and all around us are raspberry and blueberry farms. These farms are being polluted by the trains. I live about 100 feet from a site in there that gets a lot of trains that stop there to wait on other trains and they pollute. They emit diesel particulates that go right on to our farmland and this is going on all along the tracks there. On one side of the tracks there's a slew that runs into the Sammamish Bay, into the Sammamish River and into the Sammamish Bay. On the other side of the tracks there's a water trough that runs the entire length of the tracks for miles that runs into the bay. And I know that a lot of the particulates from the diesel is going into that water and a lot of the coal dust that is coming off the trains and I know there's coal dust because my kids brought me a bucket of coal for Christmas last year

and I know they didn't have to go far to get it. The pollutants that are going in there are going to affect all of our produce and all of our fruit and I'd like to see it end.

Public Verbal Comments (Room 1)

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GATEWAY PACIFIC TERMINAL
SEATTLE
PUBLIC COMMENTS

Taken at 800 Convention Place; Seattle, Washington.

REPORTED BY: Brenda Steinman, CCR
REPORTED ON: December 13, 2012

1 SEATTLE, WASHINGTON; THURSDAY, DECEMBER 13, 2012

2 -- oo O oo --

3 MAYOR MIKE MCGINN: Mike McGinn.

4 First of all, I just want to thank the
5 agencies for giving this opportunity for the public to
6 be heard.

7 And I'm standing here joined by four city
8 council members, and in fact all nine city council
9 members and I have signed a letter which contains the
10 written testimony regarding the scoping we'd like you
11 to take a look at.

12 The fact is that these trains, 18 potential
13 trains, a mile long each, will go from one end of our
14 community to the other, through our industrial areas,
15 next to our waterfront, and past residences as well.

16 We have very serious questions regarding the
17 effect on commuters, effect on freight traffic, effect
18 on public safety; our emergency responders who must go
19 from one side of the tracks to the others. How will
20 it affect our transit system. The very significant
21 health questions raised around coal dust in the
22 communities that are next to it. The effects on water
23 quality and habitat. And of course the challenges
24 that are faced by increasing global warming pollution,
25 which has affects here locally in the state of

1 Washington.

2 In order to get a better understanding of
3 this issue, we commissioned a study, SDOT, our local
4 Department of Transportation, commissioned a study
5 from Parametrix to look at the traffic impacts
6 locally. The findings indicated that it would
7 significantly increase delays near Belltown and in
8 Sodo at our at-grade crossings. That railroad
9 crossing gates will be down an additional one to three
10 hours each day.

11 That level of traffic impact now raises
12 questions about economic impacts locally caused by
13 this, so we have commissioned an economic impact study
14 as well.

15 Our study of our local impacts, and we have
16 the resources locally to commission these studies, are
17 a window into the types of impacts locally that will
18 occur in communities the length of the state of
19 Washington from east to west, from north to south. We
20 believe you need to take a close look at all of these.

21 It is our urging that you take a look at all
22 of the areas near the proposed train route and be as
23 comprehensive as possible in understanding those
24 impacts.

25 Thank you.

1 oo-00-00

2 COUNCILMAN JEREMIAH JULIUS: Jeremiah
3 Julius; Lummi Nation.

4 Thank you all for coming out.

5 First of all, I want to thank the President
6 of the United States for acknowledging us. We spoke
7 to him on December 5, him and his administration,
8 regarding sacred sites and burial grounds.

9 He came out with a press release the very
10 next day, and I want to share a couple of words
11 because it means a lot to us as Native American
12 people, not just here, but all throughout the United
13 States.

14 The President is insistent that these Sacred
15 Sites be protected and preserved: treated with dignity
16 and respect. That is also my commitment as Secretary
17 of USDA, said Agriculture Secretary Tom Vilsack. I
18 know my fellow Secretaries share in this commitment.
19 We understand the importance of these sites and will
20 do our best to make sure they are protected and
21 respected.

22 Protecting America's air and water and our
23 nation's heritage is an important part of the Energy
24 Department's commitment to Tribal Nations across the
25 country, particularly those that are neighbors to the

1 Department's National Laboratories, sites and
2 facilities.

3 We have copies of these articles for anybody
4 who wants one.

5 The reason that is so important to us is
6 because there is a documented site there; 45WH1,
7 45WH83, and 84. 45WH1 is the most studied site in
8 Washington State and it's been damaged to date
9 already. There was an order for a cease and desist in
10 July of 2011 because of the damage without permit.
11 And under Washington state law, RCW 27, it
12 specifically states that a criminal action has taken
13 place. And we expect the state to uphold their laws.

14 Also, 500 plus of our bodies were pulled out
15 13 years ago in Blaine, Washington, 13 years ago. So
16 we demand, again, a soils study to be done on the
17 impacts it's had on 5,000 plus members, the impacts of
18 our ancestors uprooted because this is a bigger
19 cemetery.

20 Washington state flags this as a cemetery.
21 It is not okay with us. And to mitigate it with
22 conveyer belts over the top of it is not acceptable
23 either.

24 Thank you.

25 oo-00-oo

1 CHAIRMAN MEL SHELDON: Good afternoon. My
2 name is Mel Sheldon; Chairman of Tulalip Tribes.

3 We have a success of interest to the
4 Snohomish, Snoqualmie, Skykomish and other tribes and
5 ban signatory to the Treaty of Point Elliott.

6 Tulalip supports job creation. We are one
7 of the largest employers in Snohomish County and
8 contribute economic solvency in the Northwest.

9 However, we do not support an industry, such
10 as this one, that we believe will damage our natural
11 and cultural resources or diminish existing jobs in
12 our region.

13 Tulalip will not tolerate impacts to the
14 health of our tribal members and to our treaty reserve
15 fishing, hunting, and gathering rights.

16 These projects pose significant threats to
17 our natural environment; including additional tanker
18 traffic in the fragile waters of the Salish Sea,
19 directly interfering with our treaty fishing areas,
20 contamination of our waters, lands, and traditional
21 foods. Impact to air quality that not only affect my
22 people, but everyone.

23 Nor can we tolerate the impacts to our
24 tribal and regional economies.

25 18 New trains a day, up to a mile and a half

1 long, equates to an additional wait of two to three
2 hours daily at each main access point at Tulalip and
3 Marysville. Need I say more how this will affect the
4 economy. This cannot be allowed.

5 Let me remind you, as Chairman of Tulalip
6 Tribes, each federal agency is responsible for
7 fulfilling its trust responsibility to avoid putting
8 our treaty rights at further risk.

9 You, as Army Corps of Engineers, are a
10 federal trustee in this process and we ask that you
11 not permit any project that significantly impacts our
12 way of life and further erodes exercise of our treaty
13 rights.

14 Tulalip says no to coal. Tulalip says hell
15 no to coal.

16 Thank you.

17 oo-00-oo

18 DEBORAH LEKANOF: Good afternoon. Deborah
19 Lekanof representing the Swinomish Indian Tribal
20 Community on behalf of Chairman Brian Cladoosby.

21 We send greetings from the mighty Skagit
22 River. A fact today, one river produces all six
23 species of wild salmon to the tributaries. That's the
24 Skagit River. The Swinomish people will protect the
25 Skagit River and its resources, just as it will stand

1 next to any tribe and any organization that will
2 protect its watershed from white cap to white cap.

3 We are the people of the Salish Sea.

4 To my fellow trustees, thank you very much
5 for being here. Our Treaty resources are being
6 destroyed every day. What will remain for our future
7 for generations if we continue to sell our future for
8 a mighty dollar.

9 With this in mind, let me address our
10 federal trustee with respect. The Army Corps of
11 Engineers and EPA is here as the coordinating agency.
12 This is what's taken off the Army Corps's website.
13 You acknowledge the wisdom that Tribes bring to the
14 table and how our programs, projects, and activities
15 can enhance their input.

16 The United States Constitution specifically
17 addresses tribal sovereignty. We are the supreme law
18 of the land as our Indian Treaties stand. We will act
19 to fulfill its obligations to preserve and protect
20 trust resources and to consider the potential effects
21 of Corps programs on natural and cultural resources.

22 You will work to meet trust obligations,
23 protect trust resources, and obtain Tribal views of
24 trust.

25 I will go on and on about what is on Army

1 Corps of Engineers's website reiterating to you what
2 your trust responsibility is.

3 We remind you of that trust responsibility.
4 Today and tomorrow for generations to come the
5 Swinomish people want to ensure that we all live a
6 healthy life-style, that our human health is
7 protected, that we're able to say the mighty salmon
8 are still here hundreds of years down the road.

9 With that, thank you from the Swinomish
10 Tribe.

11 oo-oo-oo

12 NEXT SPEAKER: Hi. My name is Ann Thoreson
13 and I'm with the Seattle Raging Grannies. We have two
14 songs for you.

15 "Oh, we're a gaggle of Grannies, urging you
16 off of your fannies, we're raising our voice, we want
17 a new choice, No more coal.

18 "With all the money we're spending on fossil
19 fuels that're ending we're all going broke -- the
20 scientists spoke: No more coal.

21 "We need a new solution to clean up land and
22 air. Stop glacier dissolution, and climate change
23 despair.

24 "So, join this gaggle of grannies, get up
25 off of your fannies, we're telling you now, we're

1 angry and how, No more coal. We really mean it. No
2 more coal. We mean precisely. No more coal. We will
3 say it very nicely. No more coal. Read our lips."

4 The second one is called Deck the Coal.

5 "Close the coal plant in Centralia
6 Fa-la-la-la-la-la-la-la-la-la. Solar power will never
7 fail you Fa-la-la-la-la-la-la-la-la-la. We have lots of
8 greener choices Fa-la-la-la-la-la-la-la-la-la. Stop the
9 coal and raise our voices Fa-la-la-la-la-la-la-la-la-la."

10 oo-OO-oo

11 SHARON WILSON: My name is Sharon Wilson. I
12 speak as a long-time leader in environmental work
13 within the local faith community and as a technical
14 person. I am an environmental engineer, recently
15 retired after 27 years with the U.S. Environmental
16 Protection Agency.

17 Many of those years were spent working on
18 climate change. My faith calls me to care about the
19 marginalized, including future generations and all
20 other species that share the earth with us.

21 I ask that you evaluate the impact of
22 burning all the coal that would be transported through
23 all of the proposed export terminals, its effect on
24 climate change, and on ocean acidification. We are
25 seeing stronger storms predicted with climate change.

1 They wreak disasters for people in low lying island
2 nations and coastal and delta areas who are dealing
3 with sea level rise and saltwater intrusion into their
4 water supplies.

5 And millions more live in regions where
6 their glacier fed water supplies are shrinking with
7 climate change. In addition, climate change threatens
8 the existence of many species that can't adapt or
9 migrate quickly enough.

10 Please look at the impacts on endangered
11 species worldwide.

12 Ocean acidification occurs as carbon dioxide
13 increases in the atmosphere and the oceans
14 automatically absorb some of it to maintain a chemical
15 equilibrium between the air and the water at the ocean
16 surface. This makes the ocean more acidic and harms
17 the organisms at the base of the marine food chain, as
18 well as commercial shellfish right here in Puget
19 Sound. Please look at this.

20 If we hope to sustain a livable planet for
21 future generations, we cannot burn all the coal
22 reserves that we know about. We must leave much of it
23 in the ground because that amount of carbon dioxide in
24 our atmosphere would end the world as we know it. We
25 do not want to be complicit in actions that propel us

1 in that direction.

2 We say no to control exports; period.

3 oo-00-oo

4 KATHARINE RODE: Katharine Rode and Madeline
5 Rode. We're from Sumner, Washington.

6 I lived in Seattle for two years, actually
7 over the train tracks, and for two years had diesel
8 dust coming in five windows. We did not have
9 air-conditioning, so we had to open the five windows
10 to get fresh air. Fresh air meant diesel dust
11 cleaning once a month off my TV, off of books, off of
12 clothes, off of everything I could think of, and it
13 was hard.

14 And I can only imagine what an additional 20
15 trains would do to the people that have to live above
16 the tracks, as well as beside the tracks.

17 This is not only a Washington State issue,
18 this is four states right now. This is land that is
19 being taken, dug up to truck across, to go across the
20 ocean. And for what? So we can poison people that we
21 can't see. This is too dirty for us to burn here, but
22 not enough for China or India. No coal exports.

23 Thank you.

24 oo-00-oo

25 NEXT SPEAKER: Sharon Lavine.

1 As a child in Chicago it was fashionable to
2 go on excursions with white gloves. That was many
3 years ago. But when you returned from an excursion
4 your gloves were covered with soot and coal dust.
5 They were actually gray or black.

6 Recently in Page, Arizona, we asked, those
7 of us traveling, asked our Navajo guide what the stack
8 was that was pouring out smoke 24 hours a day. We
9 were informed it was a coal plant. And there were all
10 kinds of toxic effects and people in the community
11 were suffering ill health from that.

12 Then we watched, you know, about the ice
13 melting and the polar bears drowning and swimming.

14 There are real impacts to this. And this is
15 not a time when we should be encouraging Asia to be
16 utilizing fossil fuel.

17 So the important thing is with all the
18 terminals proposed in both Oregon and Washington, that
19 the EIS consider the cumulative impacts, not
20 individual impacts from each terminal, but the
21 cumulative ones that are going to affect us.

22 We really need to be thinking about things
23 like coal train derailments. There were 130 of them
24 in 2010. That's one year, 130 derailments in one year
25 in the U.S.

1 We need to examine, of course, how it's
2 going to impact climate change, global warming, ocean
3 acidification, mercury deposition. We need to look at
4 the freight traffic transport and economic and health
5 impacts.

6 So there are a lot of things to consider.
7 But the most important thing is that the EIS consider
8 all of the cumulative impacts of our wonderful
9 resources and the health and betterment and
10 environment of our people.

11 Thank you.

12 oo-00-oo

13 REUVEN CARLYLE: Reuven Carlyle, State
14 Representative from the 36th Legislative District
15 here, representing Belltown, Ballard, Queen Anne,
16 Magnolia.

17 I also speak on behalf of dozens and dozens
18 of State Senators and State Representatives who are
19 asking you to acknowledge that Senator Cantwell,
20 Senator Murray, Governor Gregoire, Governor-Elect
21 Inslee, Attorney General Rob McKenna, and many others
22 have all called for a comprehensive cumulative impacts
23 analysis.

24 That comprehensive cumulative impacts
25 analysis is not just a few words, it means a thorough

1 data-driven analysis of the economic externalities of
2 this proposal. The transportation impacts and
3 externalities of this proposal. The health, the
4 safety, and the full range of impacts and
5 externalities that our community is going to face.

6 We are asking you to acknowledge that most
7 communities do not have the resources, as Mayor McGinn
8 said, in terms of doing a economic analysis on Sodo
9 and other areas of the city from transportation and
10 economics. Most small towns do not have those
11 resources.

12 We're asking the state government to provide
13 an analysis and a role that allows those small towns
14 and other counties to have the kind of access to
15 information that the City of Seattle and King County
16 need to have.

17 We are one state. The fact that a
18 comprehensive cumulative impacts analysis is vital for
19 us to be able to figure out the true economic
20 externalities of this environment, and transportation,
21 and health; it is critical that this EIS be thorough,
22 be data driven, and appreciate and recognize the
23 profound implications upon our quality of life.

24 Thank you so much.

25 oo-00-oo

1 NEXT SPEAKER: Rachael Hall.

2 First of all, I would like to thank
3 everybody for this opportunity to testify. And before
4 I begin I'd like to apologize for my dress; I have
5 soccer practice after this.

6 My name is Rachael Hall and I'm twelve years
7 old and I go to McClure School at the top of Queen
8 Anne.

9 And I really appreciate the natural wonders
10 of the state. I like salmon, and me and my family eat
11 salmon all the time. Global warming is threatening
12 salmon.

13 I like oysters, and me and my family shuck
14 them together as a family activity. Global warming is
15 threatening oysters.

16 I love to ski, and me and my family ski
17 locally at Snoqualmie Pass. And within my lifetime
18 I'm no longer going to be able to ski at Snoqualmie
19 Pass because of global warming.

20 Children like me have the things they love
21 taken away by global warming, and other children have
22 it a lot worse than I do. Like in Africa, they're
23 going to get their drinking water taken away because
24 of global warming.

25 Children are suffering because of global

1 warming, and this is not fair. My generation will pay
2 a high price for the global warming that you do. This
3 is the future that you're creating for us, and this
4 isn't the future that we want.

5 If you let these coal export terminals be
6 built, then global warming is only going to get worse
7 and worse and worse. It's pretty simple, and even I
8 can understand it. If you make coal more available,
9 more people will burn it, and that will cause more
10 global warming. Please don't build these coal export
11 terminals, it's just not fair to my generation.

12 Thank you.

13 oo-00-oo

14 RYAN MELLO: For the record, my name is Ryan
15 Mello and I serve on the Tacoma City Council. I serve
16 city wide. And what a great citizen to follow.

17 I'm here this evening concerned about the
18 coal train traffic impacts on my city and many cities
19 like mine. Tacoma is the second largest city in Puget
20 Sound to be negatively impacted by this project.

21 I'm specifically concerned in five major
22 areas in Tacoma.

23 One, port container traffic.

24 Two, the at-grade crossings.

25 Three, the inconsistency with our climate

1 action plan.

2 Four, property values impact.

3 Five, future passenger rail impacts.

4 I'm asking you to study the comprehensive
5 and cumulative impacts caused by this project.

6 So first on container traffic. Port of
7 Tacoma is a highly container traffic dependent port in
8 the west coast and speed is our competitive advantage.
9 When our ILWU workers lose that competitive advantage,
10 we lose jobs in the Port of Tacoma.

11 We're concerned about the additional train
12 traffic that's holding up container traffic coming
13 from Asia and going to Asia, and that will put us at a
14 competitive disadvantage.

15 Concern about the several at-grade crossings
16 in our city and the impacts of more, possibly 18 more
17 trains impacting pedestrian traffic and vehicle
18 traffic in the city.

19 Third, we're concerned about how this
20 negates our activity with our climate action plan and
21 how it sets us back.

22 And finally, the property values impact by
23 having up to 18 more train traffic in single family
24 neighborhoods throughout the City of Tacoma.

25 Thank you for your consideration.

1 oo-00-00

2 NEXT SPEAKER: My name is Lucas King. I'm
3 not from here, I'm from Montana. And I've come here
4 to support the no coal export terminal. I come here
5 to support the no coal export terminal, because I
6 don't support the Tongue River Railroad that will be
7 built if that is passed.

8 I've worked in a coal mine and I've seen how
9 things are done, how the earth is dug up. And one of
10 the most important elements of our lives, everybody
11 here, is the water. The same thing I said back home.
12 From our river, Tongue River, all the way to your
13 guys' ocean, it's going to be poisoned. Because I
14 know, I've worked in a coal mine and I've seen what
15 happens to the water.

16 And I'm asking you, like my ancestors, my
17 grandfathers, your guys' grandfathers, your
18 grandparents, how hard they worked to keep things
19 clean for us. I'm asking you to look at the future
20 generations because I'm thinking about my children and
21 their family, their friends.

22 Everybody that I'm telling you is the truth.
23 You can't drink that water where I work. If you get
24 it on you -- I have rash where I break out. I'm just
25 here to tell you that overall you are going to poison

1 Mother Earth. And that's one thing that none of us
2 here want. I know from both sides working in the
3 industry and now I stand here, and I don't support it.

4 Thank you.

5 oo-00-oo

6 BRAD SAUER: My name is Brad Sauer. I live
7 on and manage a ranch on the Rosebud Creek Drainage of
8 Southeast Montana near the towns of Colstrip and Lame
9 Deer.

10 This area has been significantly impacted by
11 the mining and burning of coal. The ranch I manage
12 has been in existence since 1889, and has been a
13 viable business since that year as well.

14 More coal mining to meet the demands of the
15 Asian market will threaten and complicate my
16 livelihood in many ways, but mainly in the impacts to
17 the groundwater.

18 While I am only one person and represent
19 only three jobs, I am a part of the minority
20 one percent of the U.S. population that feeds the rest
21 of you, as well as part of the world.

22 I understand the need to burn coal for
23 electricity and the jobs associated, but I also
24 understand that coal is a finite resource.

25 Coal is also the aquifer which before it is

1 dug up holds the water that our cattle and horses, the
2 wildlife, and myself drink.

3 I wonder why the Corps of Engineers would
4 want to ignore the additional impacts this port will
5 cause to my industry and the land we sustainably exist
6 on, particularly when the food I raise could possibly
7 wind up on the plates of the officials of the Corps
8 who made the decision not to hold hearings in Montana
9 and Wyoming where the coal comes from.

10 By conducting scoping meetings in Spokane,
11 the Corps has essentially admitted that this purpose
12 proposed action on a larger area than -- it affects a
13 larger area than Cherry Point itself.

14 I cannot understand why I should need to
15 travel over a thousand miles to comment on a project
16 which will directly cause serious impacts to my
17 livelihood, my community, my culture, and my state. I
18 cannot understand why the Corps will not consider the
19 full meaning of the words cumulative impacts.

20 Thank you for the chance to comment.

21 oo-oo-oo

22 ADRIENNE FRALEY-MONILLAS: Good afternoon.
23 My name is Adrienne Fraley-Monillas and I serve on the
24 Edmonds City Council.

25 Edmonds was the first city in the Puget

1 Sound to write a resolution in opposition to the coal
2 trains in its current proposal. We have great
3 concerns as citizens of Edmonds who live on Puget
4 Sound.

5 Our concerns are around public safety.
6 Across the train tracks from where the coal trains
7 will be going up and down, we have a senior center
8 that is very vital to our city. We have people living
9 on the other side. We have our boats. We have people
10 on the other side of the railroad tracks that need to
11 get from one side to the other.

12 We also have access to our ferry. You will
13 be stopping ferry traffic up to 18 times a day in a
14 very vital port for the Puget Sound.

15 We also have issues with our health in the
16 coal dust in the Puget Sound. Not enough has been
17 done to find out what the coal dust will do to the
18 citizens of Edmonds.

19 Our wildlife in Puget Sound and Edmonds, one
20 of our basis is tourism and we will lose a lot of our
21 tourism. They won't be able to get to the beaches.
22 And our fear is that it will affect the wildlife in
23 the area.

24 I also serve in a strange position, because
25 I am a labor leader. I have spent 34 years in the

1 labor movement fighting for the rights of workers. I
2 feel that labor needs to get together with commerce,
3 environmentalists, and we need to come to some sort of
4 realization that we need to work together to make a
5 better future for Washington State.

6 Thank you very much.

7 oo-00-oo

8 ETHAN MANTHEY: My name is Ethan Manthey. I
9 am a college student actually at Pacific Lutheran
10 University and I'm here representing hundreds of them
11 who signed petitions against the coal exports.

12 I would just like to point out that I am not
13 from Washington or Oregon; I'm from Minnesota. But I
14 moved here -- yeah, there we go. I moved here because
15 this place has got it going on.

16 I work at Bonneville Power Administration;
17 I'm an economics environmental studies major, and I'm
18 going to do well with my life. I am ambitious, I'm
19 going to come here and I am going to do great things.
20 But the thing is is I came here because you guys had a
21 vision for your region.

22 I came here all the way across the country.
23 I have to fly home twice a year only to see my
24 parents. And I came here because of all the
25 incredible innovative creative solution-minded people

1 who want to work in the 21st century, not the 1940s.

2 I would love to see this commission see the
3 external costs of coal exports, one of them being the
4 innovative jobs that creative young people will not be
5 as enthralled with this region as they are today.
6 This region stands for something in the job market.

7 I look at a lot of the -- no offense to the
8 green-shirted people, but I see a lot of young people,
9 and maybe it's because they haven't lived long enough
10 to understand that they might some day be old enough
11 to see what they've done with their lives and what has
12 sort of been the cost or benefits of what they've done
13 with their lives.

14 And I'm certainly no wiser than any other 22
15 year old, but I'm also here because of my kids. I
16 might have a family here some day. There might be a
17 lucky lady out there who might be my wife some day.
18 And I want to start a family. I want to have a job.
19 I want to make my life in this region. Please make it
20 and sustain the region that I moved here for.

21 I came a long way for you guys, I want to
22 stay here and believe in this.

23 Thank you very much for your time.

24 oo-oo-oo

25 NEXT SPEAKER: My name is Hilde Flores and

1 I'm a student of political economy at the Evergreen
2 State College.

3 I would like to ask the scoping committee to
4 study the long term economic development of coal
5 terminal construction in Washington State. Not only
6 looking at the jobs that the terminals would create,
7 but also how many jobs would be lost as a result of
8 increased traffic and air pollution in the state.

9 Sending 18 coal trains a day through the
10 state will not make Washington State a desirable place
11 to live or visit. So I would please ask you to look
12 at the losses as well as the gains.

13 Also, please examine the level of economic
14 dependency the state will have on coal exports once
15 these terminals are built. Are we going to be
16 economically addicted to the extraction of fossil
17 fuels? Is this what we want for our state?

18 For those of you who are afraid of jobs
19 being sent elsewhere if they're not here, we need to
20 stop engaging in an economic race to the bottom and
21 stand up for clean and sustainable future.

22 So please consider the future economic
23 dependency we will have on fossil fuels if these
24 terminals are built here in our state.

25 oo-00-oo

1 PAUL BIRKELAND: My name is Paul Birkeland
2 and I live in Seattle.

3 Thank you for the opportunity to comment
4 today and for listening to us.

5 I'm here today because I understand there is
6 some question about the proper physical scope for
7 assessing the impacts of this proposal, and some feel
8 that it should be localized and just kind of limited
9 to the terminal itself. Others feel it should also
10 include impacts to the communities near the coal mines
11 and along the route the trains will travel, and still
12 others feel that the global impact should be taken
13 into account.

14 I'm here because I don't see any real
15 difference in these three points of view. To me we're
16 already seeing the impacts of global activity. To us,
17 global is local and vice versa.

18 To say that there are actually three options
19 is really to make a distinction without a difference.
20 This is a distinction without a difference.

21 And any Environmental Impact Statement that
22 does not include all three has to be deemed
23 insufficient and challenged in court.

24 So in an effort to highlight this in the
25 impact statement, I would like to ask that a few

1 things be included in the assessment.

2 First of all, let me make one definition.
3 When I say emissions in my comments, I mean all
4 emissions related to the extraction, processing,
5 transport by land and sea, and the burning of the coal
6 proposed passed through this facility.

7 These emissions include, but should not be
8 limited to, carbon dioxide, carbon monoxide, mercury,
9 including methyl mercury, lead, sulfur, sulfur
10 dioxide, nox compounds, uranium and its decay
11 products, thorium and its decay products, and
12 potassium 40 and its decay products.

13 It's worth noting that these elements and
14 compounds have been identified already arriving in our
15 region from China and other locations across the
16 Pacific. They've had quantifiable epidemiological
17 impacts on human, animal, and plant health.

18 And I'll submit my written comments.

19 oo-oo-oo

20 HERB KROHN: I'm Herb Krohn. I'm the State
21 Legislative Director for the United Transportation
22 Union, which represents 2,000 railroad trainmen across
23 the state of Washington. We strongly support a full
24 site specific environmental impact study, not a
25 programmatic one.

1 It's impossible to consider the cumulative
2 impact of trains. It would be speculative, since it's
3 not known what facilities will be built and what
4 won't.

5 The impartial consideration of this facility
6 is imperative as there are approximately 5,000 direct
7 rail jobs in Washington State. There is pressure on
8 our jobs from foreign ports which undercut us because
9 of U.S. dredging container taxes, add in the proposed
10 sports arena with its related congestion, as well as
11 the widened Panama Canal. We need these facilities to
12 preserve rail and port jobs.

13 The trains will run regardless, they are now
14 and have been for years to Canada with coal; if these
15 facilities are not built in the U.S. So the impact of
16 trains will largely be the same as it is now.

17 Regarding trains and railroads. The
18 opposition is to coal. The attack on trains is simply
19 subterfuge and a crusade against coal. The railroads
20 cannot possibly handle the inflated number of trains
21 the opposition claims would run.

22 Coal is a naturally occurring mineral; it's
23 not a pollutant when burned -- or it is not a
24 pollutant except when burned or is dust in confined
25 spaces. The coal dust discharge from trains is

1 minimal and this argument is specious at best.

2 If we halted all exports of coal, we would
3 not prevent the nations of Asia from burning one lump
4 of it. All we would do is force them to buy dirtier,
5 higher sulfur coal from other nations, and the result
6 would be a significant increase in acid rain in the
7 Western United States and Washington.

8 Thank you for your time and consideration.

9 oo-00-oo

10 MIKE DASH: My name is Mike Dash. Thank you
11 for the opportunity to speak.

12 I'm a 50 year resident of Seattle, and I own
13 a small business in Seattle.

14 I'd like to ask that the EIS address climate
15 change, and specifically the aspect of the possibility
16 of permafrost melting. The reason that's significant
17 is that if the permafrost begins to melt, there is a
18 sort of tipping point that we can reach which is as
19 the permafrost melts it releases carbon dioxide and
20 other gases which cause further warming, which cause
21 further melting of the permafrost. The total amounts
22 can be in the hundreds of millions of tons of carbon
23 dioxide.

24 The reason that matters is that if there is
25 that large an increase in greenhouse gases, then there

1 is the possibility of further sea level rise and more
2 superstorms, like for instance superstorm Sandy.

3 So I'd like to ask if four things could be
4 included in the EIS.

5 Number one, how much of a margin of safety
6 do we have between where we are now and possibly
7 reaching a tipping point in the melting of the
8 permafrost.

9 Number two, how much of that margin might be
10 eroded or reduced by burning the coal that goes
11 through Cherry Point.

12 Number three, what would be the cost to
13 Washington State of building sea walls and other
14 protective or mitigating measures to protect us
15 against the possibility of those superstorms.

16 And number four, how much of those costs
17 would be paid by the builders and owners of the
18 Gateway Pacific Terminal.

19 Thank you.

20 oo-00-oo

21 JUDI GIBBS: I'm Judi Gibbs and I'm
22 representing Heron Habitat Helpers.

23 More importantly, I'm representing the
24 herons that nest in the Kiwanis Memorial Preserve
25 Park, which is designated wildlife sanctuary in the

1 City of Seattle. The coal trains would run right
2 through this designated wildlife sanctuary.

3 In 2012 there were 93 nests within 50 feet
4 of the tracks. The impact of the coal dust on the
5 herons would be devastating.

6 We cannot allow coal trains in this or in
7 any other wildlife sanctuary.

8 The impact of the coal trains could not be
9 mitigated. And I ask that the EIS include this
10 factor, that the impact on this wildlife sanctuary
11 could not be mitigated.

12 I request that this testimony be made part
13 of the record for this hearing and that it be included
14 in any EIS for this project.

15 oo-00-oo

16 NEXT SPEAKER: My name Ian Cade Stolio.

17 Coal. What do you get when you burn it?
18 Arsenic, mercury, and other heavy metals, and many
19 more bad things that affect your body, others body,
20 and the environment.

21 Coal is also the largest contributor to
22 humanly increase of C02 in the atmosphere.

23 This plan proposes tons and tons of coal
24 going through many neighbors with many children living
25 by the train tracks who would be strongly affected by

1 this plan.

2 When I was younger I played soccer in one of
3 those neighborhoods. I remember, because I was really
4 into passenger trains at that time. I would hear the
5 trains going by and I would smile.

6 If this project were permitted, there would
7 be a chance that a 150 car train carrying a bunch coal
8 would come rushing by. My question is, what would the
9 health impacts be on people, but specifically children
10 playing sports near the train tracks?

11 Another thing is I would like to request be
12 included in the EIS is climate change. I think that
13 it's great when an adult tries to make themselves more
14 ecofriendly. But what it comes down to is not your
15 lifetime, but mine and your children's. Climate
16 change is not going to affect you as severely in your
17 lifetime as it will me in mine.

18 But you can already see some effects;
19 Hurricane Sandy, droughts, the wild fires in
20 Washington.

21 If you want your children to live a happy
22 and I safe life, then you better start making good
23 decisions, and a good decision would be to scrap this
24 proposal.

25 I'd like to thank all of you here today. It

1 might not mean a whole lot to the people in power, but
2 the sheer numbers of you protesting against hope means
3 something to me. So bravo. Give yourselves a mental
4 pat on the back.

5 oo-00-oo

6 JULIE TRIMINGHAM: Julie Trimmingham. I'm
7 the founder and editor of coaltrainfacts.org, a
8 website whose sole purpose is providing accurate
9 information on GPT and potential impacts. Our Key
10 Facts section, in which all highlighted facts are
11 linked to source documents, prints up as a 50 page
12 booklet with urls provided as endnotes. I'm also
13 submitting our 28 page bibliography.

14 Please address the following questions:

15 How much noise can you take? 18 daily coal
16 trains, each a mile and a half long, heavy, loud,
17 rumbling, horn-blowing, added to current train
18 traffic.

19 What are you willing to breathe? The
20 locomotives and ships emit diesel particulate matter,
21 which causes cancer, heart disease, and asthma.

22 How long are you willing to wait? Traffic
23 studies conducted in rail corridor communities have
24 shown that the intensity of rail usage would gnarl
25 traffic, impede commerce, and affect emergency vehicle

1 response times.

2 What are you willing to pay? Somebody will
3 likely pay billions for the overpasses that might
4 mitigate traffic problems, for infrastructure and
5 safety upgrades. That somebody, for most of the cost,
6 is us, the taxpayers. Other costs: Jobs that are
7 lost, business that will never come.

8 What are you willing to loss? Salmon?
9 Orca? Quality of life? Beauty? How will coal ships
10 and the terminal itself affect the Salish Sea and our
11 fisheries, tourism, and recreation? Our waters are
12 increasingly choked with oil tankers; can we afford to
13 add coal ships to the mix?

14 Coal trains and ships will impact the entire
15 transportation corridor, from the Powder River Basin
16 to the Salish Sea. Please study impacts on all these
17 communities.

18 Lastly, the only reason for coal export is
19 to link coal mines to coal-burning plants. Coal
20 burned in Asia hurts people there, and blows pollution
21 back here. Climate change and ocean acidification are
22 happening right now. Our children will hold us
23 accountable for any role we play in carbon emissions.
24 I respectfully request that the EIS thoroughly examine
25 that role, so that we can make wise and moral

1 decisions.

2 Thank you.

3 oo-00-oo

4 ROGELIO RIGOR: Good evening. My name is
5 Rogelio Rigor. I'm a teacher of science. I'm from
6 the Philippines. And these are my students who come
7 from Africa.

8 Their problems and our problems from
9 developing countries are so beyond what we have here.
10 The problems here pale in comparison to what we have
11 to go through.

12 Right now in the Philippines they are still
13 dealing with the death of the typhoon that came,
14 Typhoon Bopha. And on behalf of all of the indigenous
15 folks all over the world, we come in solidarity with
16 indigenous people of the United States.

17 I challenge your moral compass.

18 Coal is bad. Coal burning is bad for our
19 planet. Science is done. It is now a matter of
20 political will. It is now an issue of human rights.

21 People who advocate for work, who say that
22 they will not have any work, now is the time to cross
23 the line because tomorrow you, including you, our
24 children, our children's children will face an
25 apocalyptic tomorrow.

1 Thank you.

2 oo-00-oo

3 OTTO BRAIDED HAIR: My name is Otto Braided
4 Hair. I am Northern Cheyenne, Lame Deer, Montana.

5 There is a proposed coal mine, Otter Creek
6 area, which are Cheyenne ancestral homelands. Should
7 coal make it to this terminal, Cheyenne lands will be
8 destroyed. I do not support any coal development of
9 any kind. It's destroying and has destroyed our
10 environment, wildlife, and so on.

11 I do not support any kind of co-development
12 on Cheyenne lands, on the Snoqualmie lands, or on the
13 Lummi lands. Any place on earth I do not support any
14 destruction.

15 Thank you.

16 oo-00-oo

17 JEFF JORDAN: My name is Jeff Jordan. I
18 live on the opposite end of Carkeek Park from where
19 Burlington's tracks run.

20 I want to preamble why I'm here. I have
21 very short requests of the panel. I've worked with my
22 hands most of my life, been a member of SEIU, sign
23 display, and many other unions.

24 The first one when I was a teenager was the
25 Wood Workers Union. I made things like handles for

1 tricycles. Mr. Greenspan shut down our factory and
2 moved it to China while I was still a teenager. I was
3 being paid minimum wage. He sent out a notice that it
4 was not just because our wages were too high, but also
5 complying with pollution regulations and paying for
6 energy costs were great problems for him.

7 What I want the panel to consider, and you
8 have in your realm from the regulations to consider,
9 indirect and cumulative effects of this massive coal
10 plan which Goldman Sachs seems to think will make it a
11 ton of money for a century. It's exporting jobs.

12 Why does China need coal? It is building
13 one coal plant every week. The UN has just removed
14 some of its funding from India and China for building
15 coal plants. It needs coal. It needs to be fed.

16 Why? It wants to build cars. Is it worth
17 destroying North America's car industry so that we can
18 have 102 jobs in Seattle importing cars from China?
19 Is it worth exporting coal so that China can keep
20 building aircraft carriers; the ones we built with
21 money borrowed from them.

22 Thank you.

23 oo-00-oo

24 NEXT SPEAKER: Thank you. Nancy Dumas. I'm
25 a citizen in the City of Sumner.

1 I proudly serve as a council member. And if
2 you don't stand for something, you will fall for
3 anything.

4 I'm going to tell you a little bit about our
5 town, and I don't think we're too far off of others in
6 our region. We're 9,400 people strong. We have a
7 rail system that bisects our main street. On 125 car
8 load it will go from the south tip of our industrial
9 area, it will disconnect our main street, and it will
10 go over our Thompson Street Overpass. We do not get
11 funding to fortify infrastructure. In the event one
12 of those breaks down, we are completely disconnected.
13 We do not have access to emergency resources. Our
14 fire station is a stone's throw from the train tracks.

15 We are a high agricultural area. If our
16 farmers cannot get their produce that goes east
17 coast -- we're the rhubarb capital of the world, very
18 proudly -- it has to get there quickly. If it cannot,
19 that greatly impacts us as an economy.

20 We have a large industrial area. We're the
21 only ones noted in Money Magazine as actually a
22 community building spec buildings because of our
23 proximity to 167, because of our proximity to 410,
24 because of our proximity to the Port of Tacoma. We
25 are creating jobs in Sumner, and this has the

1 potential to take them away.

2 The Thompson Street Overpass, that I spoke
3 of, that goes right over the Puyallup River. We know
4 essentially what to do when an oil spill occurs, but
5 what about when coal gets into our waters? What do we
6 do then? How do we handle it? And what are we going
7 to do?

8 In Sumner we get to breathe the coal dust on
9 the way out and once it is burned in China, we're
10 going to get to breathe it on the way back.

11 Thank you.

12 oo-00-oo

13 MELISSA WEAKLAND: I'm Dr. Melissa Weakland.
14 I'm here in two capacities today, one as a community
15 physician representing my clinic Ballard Neighborhood
16 Doctors and advocating for my patients who will be
17 directly affected by increased coal trains coming
18 through our community. I'm also here representing the
19 Washington Academy of Family Physicians, which is over
20 3,000 members across Washington State. In both of
21 those roles I'm concerned about potential health
22 impacts of increased coal export.

23 As a group the Washington Academy is
24 requesting that as part of the scoping process a
25 comprehensive health impact assessment be done prior

1 to the approval of this project.

2 From existing data we already have strong
3 concerns that the coal trains would negatively impact
4 the health of our communities because of increased air
5 pollution from diesel particulates in coal dust,
6 delays in emergency response time because of long
7 waits at railroad crossings, and increases in noise
8 pollution in our communities.

9 When we look at the health data many
10 questions specific to this proposal are still left
11 unanswered. As physicians we're trained to assess
12 risk versus benefit when making decisions. We've been
13 given data as to the potential benefits of the
14 project, but as of yet the health risk has still not
15 been defined.

16 We believe it is our responsibility as
17 physicians, as we have a mandate to not only treat the
18 disease but support the maintenance of health and
19 prevention of disease, to have a full understanding of
20 the potential health risks before informed decision
21 making can happen.

22 So again, the Washington Academy of Family
23 Physicians representing and advocating for physicians
24 and patients across the state request that a
25 comprehensive health assessment be done, completed

1 prior to the approval of the coal export project. We
2 request adequate data on risk versus benefit in order
3 to allow our communities to make an informed decision
4 when considering this project.

5 Thank you.

6 oo-00-oo

7 CARLO VOLI: Carlo Voli from Edmonds,
8 speaking for myself and a lot of Edmonds unitarians.

9 I'm categorically opposed to this export
10 terminal and coal; period. Everything we know about
11 the effects of mining, transporting, and burning coal
12 on human and animal health, mother's breast milk,
13 water pollution, air pollution, ocean acidification,
14 and climate change, any activity based on coal should
15 really be considered a criminal activity at this time
16 in our history.

17 The math has been done. We know
18 scientifically that in order to avoid increasing
19 global temperatures by over two degrees Celsius we
20 need to keep at least two-thirds of known reserves of
21 fossil fuel in the ground. And we should start with
22 the dirtiest of all, which is coal.

23 So it should be completely out of the
24 question for our forward-looking and
25 progressive-thinking Washington State to even consider

1 such an export terminal project, just so that
2 unscrupulous and life and earth destroying
3 corporations; such as Peabody, Arch Coal, Goldman
4 Sachs, and our local Smith and Hemingway families can
5 make huge profits on the backs of all of use here now,
6 on future generations, and all the other living,
7 breathing, sharing this planet with us.

8 So not allowing this coal to be shipped from
9 our shores or any shore is protecting our future, and
10 that is the least we expect from state and federal
11 officials and institutions. I ask you to consider
12 that.

13 And a note to all of us here, the less
14 product we buy made in China the less coal they will
15 need to burn over there.

16 Thank you.

17 oo-00-oo

18 CLINT McRAE: Good evening. My name is
19 Clint McRae.

20 My family and I ranch in Southeastern
21 Montana just south of a town called Colstrip, which is
22 a local coal and boom town. My family has lived on
23 this ranch in that valley on Rosebud Creek for 125
24 years. And the ranch lays between the Rosebud, as I
25 said, and Tongue River.

1 We are faced with a proposed, but not yet
2 permitted, Otto Creek coal mine that was traded to the
3 state of Montana for an unneeded coal mine. We are
4 also facing a proposed, but not yet committed, 89 mile
5 Tongue River Railroad. This railroad will bisect
6 nine miles of our private land.

7 I don't have time tonight to go on and talk
8 about the severance of cattle movement, added labor,
9 fire and leaves that would impact our operation.

10 But for the record tonight I want to make it
11 absolutely clear, I am vehemently opposed for a
12 private, for-profit corporation to use eminent domain
13 to condemn my private land for a rail line to export
14 coal to China.

15 The construction of this Tongue River
16 Railroad that would impact our operation hinges on the
17 coal ports in Washington. I ask the Corps to require
18 a region wide Environmental Impact Statement and
19 include all impacts from the mine sites in Montana and
20 Wyoming all the way to the Washington ports. Your
21 decisions impact agricultural operations a thousand
22 miles away. You need to consider the cumulative
23 impacts that the Cherry Point terminal would create.

24 Also tonight I also want to comment on the
25 format of these meetings. I spent nearly \$500 on a

1 plane ticket, traveled a thousand miles, for this
2 meeting that lasts three hours, only to find that
3 there is a lottery for the privilege to speak and the
4 testimony is limited to two minutes.

5 How can I express the staggering impacts of
6 125 years of ranching, facing condemnation of nine
7 miles of our private land on an unneeded railroad and
8 coal mine, and condense my comments into two minutes.

9 The Army Corps of Engineers is using this
10 process to stifle public comment, not encourage it.
11 The Corps is treating the hearings as a formality, and
12 I am concerned that the true impacts to individuals
13 like me will be categorically denied.

14 Thank you.

15 oo-00-oo

16 ANDREW LEWIS: Hello. My name is Andrew
17 Lewis and I serve as the Chair of the Washington
18 Chapter of the Sierra Club.

19 The Sierra Club opposes coal exports because
20 mining, transporting, and burning coal fouls our air,
21 pollutes our water, sickens our children, and destroys
22 the environment. The Sierra Club, along with our
23 allied, celebrated a major victory last year when
24 environmentalists, unions, and the State came together
25 to shut down the last remaining coal plan in

1 Washington and create investments for clean, green
2 jobs.

3 Coal exports threatens all of this historic
4 progress.

5 I have been a volunteer leader with the
6 Sierra Club for over 20 years in Washington and I have
7 never seen our members more upset about an issue, as
8 demonstrated by this crowd, I think, as well as the
9 thousands of members who have engaged in this issue by
10 writing letters, attending other rallies and hearings,
11 and engaging leaders in their communities.

12 Big Coal's plan to ship over 100 million
13 tons of coal through this region affects Sierra Club
14 members all over the state from Seattle, to Spokane,
15 Vancouver, to Bellingham.

16 We ask that all the impacts of this proposal
17 from the mine to the ultimate release of carbon
18 dioxide into the atmosphere by the burning of this
19 coal be included in the assessment of the
20 environmental impact. It is simply impossible to
21 ignore the impacts of coal dust from open rail cars
22 filled with coal on human health. Simply impossible
23 to ignore the compromising of our communities and
24 their infrastructures across this state from frequent
25 coal trains. Simply impossible to ignore the impact

1 on our marine environment at the terminal site. And
2 simply impossible to ignore the harmful effects of
3 carbon dioxide released from the burning of this coal
4 into the atmosphere. None of these impacts occur
5 without all of the others.

6 Instead of choosing to overload our rail
7 lines to export dirty coal and decrease our property
8 values from noise, traffic disruption, and pollution,
9 we can choose to fill our rail lines with U.S. made
10 goods, high-speed passenger rail line, and our farm
11 produce. We can choose to develop our communities and
12 create jobs by investing in clean energy, importing
13 and exporting value-added goods, and maintaining clean
14 air and water.

15 Thank you.

16 oo-00-oo

17 NEXT SPEAKER: Hi. My name is Tom Lawrence
18 and I'm a resident of North Seattle.

19 Thank you for this forum to present our
20 concerns.

21 I'm asking you to do the maximum widest
22 scoped environmental study that you can, including the
23 cumulative effects of everything across the state of
24 Washington.

25 There are many neighborhoods all up and down

1 the whole state that are impacted, and I'll just give
2 you some examples from my neighborhood. We've got
3 this rail line running through the west end of North
4 Seattle and there is three parks, to begin with, that
5 are potentially highly impacted; Golden Gardens and
6 Discovery Park and Carkeek. What's going to happen
7 with all this coal dust and off gassing, the 18 diesel
8 engines from these massive trains? There is tons of
9 people who live on the ridge, probably thousands of
10 people up there in Ballard; what's the health effects
11 on these people from all of these pollutants that are
12 coming across.

13 What's the impact of emergency services that
14 are delayed in Seattle? What's the impact of jobs?
15 They say this might create jobs. On the other hand,
16 this could destroy jobs because many businesses could
17 be impaired, but we don't know. So I'm asking you to
18 include that as well.

19 And then what is the impact of the economics
20 and the finance of -- this money isn't going to
21 benefit us, but we're going to have a lot of costs
22 incurred. Is there anything that can be done in this
23 scoping that can impose some sort of fees or taxes or
24 something on the coal companies should this go forward
25 so that we can at least get some compensation to

1 mitigate these things.

2 Thank you for your time.

3 oo-00-oo

4 BRANDON HOUSEKEEPER: My name is Brandon
5 Housekeeper. I'm with the Association of Washington
6 Business for the State's Chamber of Commerce and the
7 manufacturing association for the state.

8 The Gateway Pacific Terminal is a
9 multi-commodity export facility that will create 1,250
10 permanent family-wage jobs at full operation and
11 generate nearly 140 million of economic activity
12 annually in Northwest Washington.

13 The 660 million private investment by SSA
14 Marine represents an extraordinary opportunity. The
15 hearing today is about what issues should be
16 considered and studied as the environmental review
17 goes forward. Washington State has some of the
18 toughest environmental laws in the nation, and Gateway
19 Pacific is fully committed to following those laws.

20 Similarly, the regulatory agencies should
21 follow the law and not impose standards that are
22 outside the legal requirements either in the review
23 process or in the permit requirements.

24 Opponents are asking you to go beyond the
25 legal requirements solely because first commodity

1 planned to be shipped is coal, which is a legal and
2 regulated commodity. The mining and transportation of
3 coal is done in accordance with safety environmental
4 laws throughout the U.S.

5 Yet opponents want to broaden the scope of
6 this and future EIS's reviews to create a precedent
7 that will allow them to bury this and future
8 development projects in a costly overwhelming and
9 virtually limitless avalanche of studies. If
10 successful they will have posted a virtual warning
11 sign at our state's border "Washington is bad for
12 business, stay out."

13 We call on the U.S. Corps of Engineers and
14 the State Department of Ecology and Whatcom County to
15 apply federal and state laws fairly and promptly.

16 In light of the need for a full, fair, and
17 prompt EIS, we wish to call particular attention to
18 the part of the analysis dealing with the no action
19 alternative. No action in this case is anything, but
20 there is plenty of action as U.S. trains carry U.S.
21 coal to Canada, which is aggressively expanding its
22 export facilities, facilities that are not subject to
23 Washington's high environmental standards.

24 Thank you.

25 oo-00-oo

1 SCOTT KORTHUIS: My name is Scott Korthuis
2 and I thank you for the opportunity to speak today. I
3 am the Mayor of Lynden, Washington.

4 I speak on behalf of all the mayors of the
5 six incorporated cities of Northern Whatcom County.
6 That would be Blaine, Everson, Ferndale, Nooksack,
7 Sumas, and Lynden, cities which represent the
8 substantial portion of Whatcom County's population.

9 Let me emphasize that all the mayors of
10 these cities have endorsed the Gateway project and are
11 submitting a formal statement to the scoping agencies.
12 As mayors we represent communities of real people and
13 real households who understand the need for good
14 paying jobs, plus the benefit of new industry and new
15 taxes.

16 We are confident that Gateway can be built
17 to protect the environment and we urge you to consider
18 the following:

19 The project should be subject to customary
20 project specific environmental reviews to allow it to
21 come to fruition in a timely manner. Decades of
22 careful deliberation in environmental study and
23 planning already recognize Cherry Point as the
24 appropriate site for an additional shoreline industry
25 activity. The project will generate badly needed

1 high-wage jobs and tax revenues to support essential
2 government agencies.

3 All areas of Washington must have beneficial
4 access to transportation infrastructure to facilitate
5 job production and commerce.

6 It will be inequitable for a major
7 population center like Seattle or Tacoma to recognize
8 transportation infrastructure capacity for their own
9 needs while seeking to deny it to other communities.

10 And finally, we are a nation of laws.
11 Permitting agencies should not interfere with the
12 lawful conduct of commerce.

13 I respectfully urge you to consider this in
14 this critical manner.

15 Thank you for your time.

16 oo-00-oo

17 PATRICIA TILLMANN: Hi. I'm Patricia
18 Tillmann.

19 Thanks for the opportunity to talk. 31 is
20 actually my basketball number, so I'm hoping that's
21 fortuitous.

22 I'm testifying today as an individual and a
23 long-time resident of Washington, but I also work with
24 the National Wildlife Federation on our safeguarding
25 wildlife and climate change team.

1 I'd like to highlight two items from my
2 written comments that are especially important for
3 wildlife faced with a changing climate.

4 First, the impacts on wildlife from these
5 proposed projects will not be limited to one facility
6 in Washington. We need an area-wide EIS that includes
7 impacts to habitats and species, such as the antelope
8 in Montana and the salmon/orca in the Pacific
9 Northwest.

10 Specific questions critical to answering the
11 EIS include, for threatened and endangered species and
12 the habitats they depend upon, what is the impact from
13 the current and proposed mine sites in the vicinity
14 all along the rail lines to the export facilities?

15 What critical habitat both in those areas
16 and other protected lands will the rail lines pass
17 through and the mines and export facilities be in or
18 near?

19 What is the proposal to alleviate or
20 mitigate all of these impacts?

21 Second. These proposals undercut all our
22 progress on climate change.

23 At a time when our state has just released
24 recommendations to address our acidified ocean waters
25 and its threats to our fish and shellfish, we don't

1 need the increased greenhouse gases and ocean
2 acidification these proposals will bring, nor do we
3 need the mercury emissions that will settle over our
4 land and water polluting our fish and families.

5 If these proposals go through what are the
6 projected climate change impacts on fish, wildlife,
7 plants, and the habitats and ecosystems they depend
8 upon.

9 How will these projected impacts affect
10 coastal communities, commercial and recreational
11 fishers, and others who depend on these resources for
12 health, livelihood, and recreation.

13 What is the plan to alleviate, mitigate, and
14 adapt to these impacts?

15 We are at a critical crossroads between
16 embracing a clean energy future and languishing in a
17 dirty fossil fuel past. We need to keep the coal in
18 the ground. It's better for people, it's better for
19 wildlife, and it honors our commitment to a clean
20 energy future.

21 Thank you.

22 oo-oo-oo

23 DICK VAN HOLLEBEKE: Hello. My name is Dick
24 Van Hollebeke. I live in Edmonds, Washington.

25 I want you to visualize, because everybody

1 has used a lot of verbiage, but let's visualize this.
2 I have three small grandchildren, older ones as well,
3 but three small ones. We live in Edmonds. There is a
4 railroad track that divides the waterfront from the
5 main part of town.

6 I'm visiting with my grandchildren and my
7 wife on the waterfront and all of a sudden one of
8 these railroad trains has a mishap, perhaps it's only
9 momentary, perhaps it's for an hour, or perhaps it's
10 just passing through, but one of my grandchildren has
11 a medical emergency and there is no access, none,
12 zero, when those railroad trains are blocking off all
13 of our accesses. We have no grade separation.

14 Visualize another one. We hear all the time
15 about the mud slides in Edmonds, in Everett, all along
16 our coast area. The Amtrak trains are forced to stop
17 for 48 hours when there has been a blocked track.
18 These coal trains would not be forced to stop. Can
19 you visualize 100 coal trains of coal laying in Puget
20 Sound, polluting, destroying, condemning the water?

21 We have to think in terms of the real
22 impact; not just the terminal, not just the areas that
23 they'll be dug from, but the entire track that this
24 will travel. It would be a disgrace to our human
25 values to allow this to happen.

1 Thank you.

2 oo-00-oo

3 MICHAEL RAMOS: My name is Michael Ramos.
4 I'm the executive director of the Church Council of
5 Greater Seattle.

6 The Church Council of Greater Seattle wants
7 a comprehensive investigation into the effects that
8 coal would have on all of God's creation. Economic
9 impacts are but one slice of the wheel of life that
10 must be considered with regard to this coal export
11 terminal. Environmental, social, moral, spiritual,
12 indeed human impacts all matter.

13 With intolerable levels of coal dust,
14 diesel, mercury, and effects on watershed habitat and
15 the salmon, we must remember the principle sacred
16 land, sacred purpose for generations to come.

17 All workers are part of God's creation, but
18 even a sufficient livelihood has to yield precedence
19 to the sustainability of all God's people and God's
20 creation.

21 The proliferation and promotion of
22 greenhouse grasses and environmental impacts attached
23 to this project weigh heavily when considering the
24 costs.

25 With the scriptures we have to say we have

1 before us life and death. Choose life so that you and
2 your descendents may live.

3 oo-00-oo

4 PETER STRIMER: I'm Peter Strimer and I'm
5 pastor of St. Andrew's Episcopal Church in the Green
6 Lake neighborhood here in Seattle.

7 I'm here to urge the Army Corps of Engineers
8 and all other jurisdictions with any authority on this
9 matter to be sure that any environment review includes
10 impacts on the whole environment. Each locality
11 that's affected, our region, our nation, and finally
12 the entire world.

13 Locally here in the town of Seattle you have
14 to take into consideration the huge polluting loud
15 coal trains that will pass through our community day
16 and night. The amount of coal dust that our community
17 will experience as pollution will have significant
18 health effects. And the time that automobiles spend
19 idling and waiting for trains and the chain effect of
20 those 18 trains in a day will cause a huge increase in
21 air pollution from internal combustion engines.
22 That's an environmental impact that is measurable and
23 should be considered. So please study the effect of
24 idling cars and coal dust, just to name two local
25 issues.

1 On the regional level, our natural ecosystem
2 will sustain further degradation and exposure to
3 accidents and extraction and construction that will
4 further degrade our land.

5 Please study the effects of the increased
6 trains and the increased mining all the way from
7 Cherry Point back to Montana and Wyoming. Those
8 impacts are measurable and need to be considered.

9 It shouldn't be beyond your purview to
10 consider this on a national level. Exporting coal
11 perpetuates a cycle of using outdated, dirty,
12 nonrenewable fossil fuels. And millions of tons of
13 dirty coal and massive diesel fueled ships will
14 certainly foul our air and water.

15 Please consider the issues on a national
16 level.

17 And finally on a global issue. This is a
18 clear opportunity to keep a large amount of carbon
19 trapped as coal sequestered right where it belongs for
20 a long time to come. I'm asking you to weigh these
21 issues on every level from the local to the national.

22 oo-oo-oo

23 NEXT SPEAKER: Hi. I'm John Vito and I
24 moved to the beautiful Pacific Northwest almost 15
25 years ago.

1 I'm here to ask that the Environmental
2 Impact Statement include consideration of the impact
3 on the Columbia River Valley. Having spent summers
4 there, I know that it has a reputation for being very
5 windy, but when the wind stops the air doesn't move
6 and it becomes stagnant, and a little bit polluted
7 even today.

8 When we think about 18 coal trains or more
9 running through the Columbia River Valley, we have to
10 imagine that the people who live there will suffer
11 greatly.

12 The ability to do -- businesses that rely on
13 tourism will suffer.

14 And when the trains derail and dump their
15 cargo into the river, into the streams, and onto the
16 shorelines, the wildlife will be severely impacted.
17 And one could imagine that our important hydroelectric
18 dams could also be affected by coal train accidents.

19 So these are important impacts on our region
20 that must not be ignored when studying such a
21 significant project.

22 Thank you.

23 oo-00-oo

24 THE WITNESS: My name is Wolf Litchenstein.
25 It's the first time I won something, so I'm glad to be

1 up here.

2 I do greenhouse gas accounting as a
3 profession, so I think it's important to give the
4 scale and actually do some numbers. So I actually ran
5 the numbers, I think it was around, I see numbers like
6 25 million tons to 50 million, 48 million tons, I
7 think is the number I picked out, which is kind of an
8 annual number that I saw called out. That equates to
9 1.01 billion metric tons of greenhouse gases just
10 through Cherry Point, one site.

11 Washington State as a whole, I looked up the
12 2008 numbers, we do 100 million tons for the whole
13 state for a greenhouse gas footprint in 2008. So
14 that's about an average, yearly average, so 100
15 million tons.

16 So ten times for the whole state will go
17 through this conveyer belt through Cherry Point to
18 China. Eventually it will be burned and it will come
19 back to us. So I just want to give us a sense of the
20 scale.

21 This is just the coal itself; not the impact
22 of the diesel from the trains, the greenhouse gas
23 footprint from digging this stuff out of the ground.
24 I know there are jobs associated with this, but I
25 think we can do better. I think there is other kinds

1 of jobs we can find here for Washington State and for
2 the other western states. Coal is dead.

3 Thank you.

4 oo-00-oo

5 DONNA OSSEWARD: My name is Donna Osseward.
6 I'm Co-Chair of the Alaska Coalition of Washington.

7 We thank you for this opportunity to speak.

8 We see the issue, however, as even greater
9 than the impact, which is large, on the State of
10 Washington by solely looking at the transport of coal
11 by trains and ships. The greater issue is how not to
12 ship coal to China for the purposes that it's going to
13 be used.

14 The issue is adding carbon dioxide and
15 pollutants to the air causing global warming,
16 acidification of the water, and rising sea levels. It
17 will affect the world's, Alaska's, and Puget Sound
18 weather and air quality.

19 There will be no hearings in Barrow, Nome,
20 or Kaktovik, Alaska, but the people and environment
21 there, as here in Washington, will be greatly affected
22 by coal burned in China.

23 The Alaska Coalition of Washington is a
24 group of Washington citizens interested in the
25 conservation of federally owned lands and waters of

1 Alaska. Many of these resources affect the health of
2 us all. The health of these areas has a tremendously
3 important impact on the rest of the country and the
4 world. In the federal areas of the arctic are the
5 Alaska National Wildlife Refuge, the National
6 Petroleum Reserve in Alaska, and a large portion of
7 the Arctic Ocean.

8 Migratory birds from six of the seven
9 continents of the world use these arctic regions to
10 hatch and raise their young. The Beaufort and Chukchi
11 Seas, in the Arctic Ocean adjacent to Alaska, are home
12 to the whale, many of which -- I'm skipping around
13 here a bit. Gray whales come from both the waters of
14 Mexico and Hawaii passing here annually.

15 oo-00-oo

16 NEXT SPEAKER: My name is Roland March.

17 Under the heading CO2, global issue is that
18 coal is the worst polluter. Some local ocean issues
19 are the shellfish are now being affected by deep
20 welling currents from the ocean. Petro pods are
21 losing their calcium shells due to acidification.
22 Small fish need them for 50 percent of their diet.

23 China issues. Of the most 15 polluted
24 cities in the world, China owns twelve of them. You
25 think they care?

1 The Pacific jet stream will bring the
2 pollutants back to the U.S.A. in about two weeks.
3 30 percent of the Columbia River basin is polluted now
4 by Chinese pollution.

5 Coal is old dirty polluting technology.

6 So here we are. Some make a lot of money
7 selling coal to China. The earth and U.S.A. will
8 become more polluted. Many earth systems will change
9 for the worse.

10 So this will not be in the best interest of
11 any of the seven billion people and other living
12 things on this planet.

13 Therefore this is a monumentally stupid
14 thing to do.

15 I say no. I say hell no to rapacious greed.

16 Thank you.

17 oo-oo-oo

18 NEXT SPEAKER: My name is Josephine
19 Pararelli. I grew up in New York. I'm 29 years old.

20 I think NEPA and SEPA should investigate the
21 following issues for the EIS. The direct adverse
22 impact on our atmosphere burning this coal will
23 produce. There is no local or foreign atmosphere.

24 If we ship and sell the coal, we speed the
25 damage to our climate here and abroad.

1 My family lives in New York. They just
2 survived an unprecedented weather event caused by too
3 much atmospheric carbon.

4 This significant impact cannot be mitigated
5 if the proposal is approved because the purpose is to
6 release carbon.

7 If a stated purpose of the proposal is the
8 need for community and economic development, I'd like
9 to suggest two considerations. One, in the face of
10 this climate crisis, if we're considering employment
11 of rail workers to be a significant benefit of this
12 proposal, a more sensible alternative would be to
13 expand and update national passenger rail
14 infrastructure to get people out of cars and
15 airplanes.

16 And two, also it's clear to me that we have
17 a precious few years before it's obvious to everyone
18 that burning fossil fuels is an economic and community
19 liability, not an asset. And the market will not want
20 or be able to demand these commodities.

21 Thank you.

22 oo-oo-oo

23 NEXT SPEAKER: My name is Sienna Bruckway
24 and I'm in fifth grade.

25 I don't really like talking in front of a

1 lot of people, but I realize how important this is.
2 My mom has been into this a lot lately and I have been
3 dragged to many meetings to learn more about coal.

4 One of the things I have learned about coal
5 is that it can make you sick or you can even die, and
6 I don't want to live and die because of the coal
7 trains.

8 I would like you to study how coal dust
9 affects people's health. I'm asking you to study this
10 because my family has seen a few documentaries about
11 coal. We learned that in West Virginia lots of people
12 in the town have died from cancer because of coal.

13 I ask that you grant permits for energy
14 projects that don't hurt the earth and everything in
15 it.

16 oo-00-oo

17 ERIC GUSTAFSON: Good evening. My name is
18 Eric Gustafson. And I live at 23450 78th Avenue West
19 in Edmonds, Washington.

20 I'd like to start by thanking the scoping
21 committee for inviting public comment and to thank my
22 2,036 members of Iron Workers Local 86 for allowing me
23 to speak on their behalf.

24 We are certain that the committee has heard
25 and will continue to hear much emotionally charged

1 opinion on the subject at hand. We ask the committee
2 to consider the following objective observations.

3 Where there is a need for a given product
4 and profit is to be made, commerce will ensue.

5 If that commerce is not permitted to take
6 place here, it will take place elsewhere.

7 The best way for us to protect our air,
8 water, and soil is to keep said commerce where we can
9 exert control over environmental protected controls.

10 Our output of exportable goods has been
11 greatly reduced over the years and our trade deficit
12 is large. Natural resource exports will help to
13 reduce that deficit.

14 There are many economic benefits for
15 unemployed citizens at stake, as well as those who are
16 already employed.

17 As already stated, it's clear that there is
18 a market for the product and much profit to be made.
19 Should it be decided that ours is not the right region
20 for the export of the product, it will still be
21 shipped and sold.

22 The economic advantages of moving the
23 project forward are enormous. The annual importation
24 of billions of dollars of new money from outside
25 economic circles; 3,500 to 44,000 construction jobs,

1 three to 400 permanent direct jobs, 860 to 1,250
2 residual jobs, tens of millions of dollars and sorely
3 needed new tax revenues.

4 We should seize control over the
5 environmental issues and gain control of the economic
6 advantages. Let's build the Gateway Pacific Terminal
7 at Cherry Point. Let's move forward toward
8 prosperity.

9 Thank you.

10 oo-oo-oo

11 VANESSA BRAIDED HAIR: Good evening. My
12 name is Vanessa Braided Hair. I am a Northern
13 Cheyenne Wildlife firefighter from the Northern
14 Cheyenne Reservation in Southeastern Montana.

15 I came here to tell the Army Corps of
16 Engineers that I don't want my ancestral homelands to
17 become a sacrificial zone so that the coal companies
18 can make a shit ton of money.

19 Our community will not benefit from this
20 massive strip mine. The proposed Otter Creek mine
21 that will feed these ports is on my family's original
22 homestead. And I and the many Northern Cheyenne
23 people will not stand by and let this happen.

24 I want the Army Corps of Engineers to study
25 the impacts on the water, air, land, animals, and

1 ceremonial sites along the Tongue River in Montana and
2 all the way back to the proposed ports.

3 oo-00-oo

4 DICK BURKHART: I am Dick Burkhart.
5 Speaking as the outgoing president of Washington
6 Unitarian Universalist Voices for Justice, and as a
7 board member of the Northwest Unitarian Universalist
8 Justice Network, and as a board member of the
9 Unitarian Universalist for a Just Economic Community.

10 We act as stewards for planet earth, on
11 behalf of future generations whose lives are already
12 threatened by escalating damage to critical ecosystems
13 and natural resources. Our faith calls us to bend the
14 ark of the moral universe, not only towards justice
15 but also towards sustainability.

16 Coal has damaged the health of millions over
17 the last few centuries. It is synonymous with foul
18 air and dirty industry from England to China,
19 pollution at its worst. Coal trains continue that
20 nasty tradition for people and ecosystems near the
21 tracks, massive amounts of toxic coal dust, plus more
22 accidents and traffic delays.

23 Yet far more sinister is that the
24 destruction is now going global and affecting everyone
25 for many generations to come, especially by ocean

1 acidification and climate change.

2 Nor is this a simple environment versus jobs
3 trade off. Supplies of cheap oil are already
4 dwindling and coal and natural gas won't be far
5 behind.

6 Economics across the world that depend
7 heavily on fossil fuels will be in big trouble a
8 generation from now.

9 Just as you're not doing a thirsty alcoholic
10 any favor by handing him or her an expensive bottle of
11 whiskey, so it's time to put our economies into a
12 detox program.

13 Thank you very much.

14 oo-00-oo

15 NEXT SPEAKER: My traditional name is
16 Whiishu, it comes from five generations back from the
17 Semiahmoo and Lummi areas and San Juan Territories.

18 I'm an environmental policy major and
19 community planner from Huxley College of Environmental
20 Science. I'm a Lummi Tribal member and descendent of
21 the village site that they're proposing to build on.

22 Our tribe and community does not approve of
23 this at all.

24 We come from the highest unemployment rates,
25 the highest mortality rates, the highest rates of

1 cancer. All of our Salish people are still struggling
2 to survive the manifest destiny that's been taken over
3 into our territories.

4 I grew up as a commercial fisherman right
5 off the beach of Sandy Point, just two miles south of
6 what's being proposed here. We've already suffered.
7 We're already suffering from the chemicals that are
8 being released into the waters from Arco and Intalco
9 and the aluminum smelters already up there.

10 My grandmother died of cancer. My
11 grandfather still fishes between those two docks there
12 at Cherry Point, and I still fish there. My father
13 still fishes there. My son, who is ten years old, is
14 learning to fish there. My grandfather fishes on a
15 16-foot skiff with a ten-horsepower, travels up there
16 for three hours to go up there and make some sets
17 during the day when the weather is right. We grew up
18 fishing and crabbing out there.

19 You should see those tankers that pollute
20 our waters. You should see the byproducts coming off
21 of there already. It's polluting our herring. We're
22 the largest herring estuaries in our area. It feeds
23 the salmon. It feeds the eagles. It feeds us. We
24 are subsisting off the salmon today, off the clams,
25 off the hearing.

1 That salmon is distributed from Skykomish,
2 from down towards Puyallup, clear up to the Northern
3 side of Vancouver Island, all of the ecosystem in
4 between in and there. Hereditary chiefs gather once a
5 year to talk about the devastation that's happening to
6 our communities.

7 Stand up in pride. Help us fight.

8 oo-oo-oo

9 DAVE MYERS: Hi. My name is Dave Myers and
10 I'm here representing the Washington State Building
11 and Construction Trades Council.

12 In here in support of the Gateway Pacific
13 Terminal and the responsible handling of coal, as well
14 as the other products that will be transferred through
15 the facility.

16 Gateway Pacific Terminal is a great project
17 that will use state of the art technologies to
18 mitigate environmental concerns. And it's only
19 appropriate to evaluate Gateway Pacific Terminal on
20 its own merit, meaning a site specific EIS.

21 I'm confident the study will show limited
22 impacts on the environment, as well as opportunities
23 to even further lessen the impacts by implementing new
24 technologies.

25 The coal being transferred has been shown to

1 be cleaner coal than the alternatives that we supply
2 by Asia. To block this is creating the worst scenario
3 because coal will be supplied.

4 Let's bring jobs into the discussion,
5 because we all know we need them. This project will
6 bring real construction and operational family-wage
7 jobs to Washington State. We need to embrace
8 opportunities like this, especially the opportunity to
9 export with our current trade deficit problems. I
10 believe we can be smart and responsible when using
11 coal.

12 I think we need to evaluate Gateway Pacific
13 Terminal on its own merit and move this project
14 forward.

15 Thank you.

16 oo-00-oo

17 PAUL ZARKOWSKI: My name is Paul Zarkowski
18 and I am a psychiatrist. I work at a Community Mental
19 Health Center and I'm on the clinical faculty of the
20 University of Washington.

21 I must say that I do not speak for any of
22 those, today I speak for myself. And I feel
23 unqualified to speak on the stupidity of shipping
24 something to China to burn that we will not burn here.
25 Nor am I qualified to speak on the insanity of

1 shipping it to them because somebody else will.

2 No, what I'm qualified to speak on is the
3 impact on my patients. I have 500 patients. And what
4 I can speak on is the stress of adding the noise and
5 the traffic. The most two frequent stressors that I
6 hear from my patients are a noisy environment, in
7 which they're unable to sleep, and traffic.

8 Impaired sleep as a stressor tends to take
9 people and move them one step down. It takes the
10 working mentally ill and makes them disabled. It
11 takes the disabled mentally ill and puts them in the
12 hospital.

13 Five to ten percent of the population has a
14 mental illness, and I can speak on the impact to them.

15 And as far as traffic, I hear so frequently
16 that traffic is the stressor that pushes people over
17 the edge in terms of road rage. And the 36 trains
18 that will be rumbling through Seattle will definitely
19 impact traffic and will lead to increased events of
20 violence.

21 Finally, within coal dust is mercury.
22 Mercury is a well known cause of psychosis,
23 depression. The lead is a well known cause of mental
24 decline in children.

25 The study that I'm looking for, that I can't

1 find, is to correlate coal dust around the tracks with
2 impaired mental function, with depression, with
3 psychosis, with violence, and the irritability. All
4 these things I believe we could see in greater number,
5 and I'd ask the committee to study them.

6 oo-00-oo

7 NEXT SPEAKER: Arthea Morris. Thank you for
8 the chance to be here. I am speaking for myself.
9 I've lived in Seattle for 20 years. I moved here from
10 New York city. And I am also a mother.

11 So I'm speaking mostly because of the
12 inconsistency of this proposal with our regional goals
13 for climate change. And I believe that we should have
14 an area wide, starting in Montana and Wyoming going
15 all the way to the ports, Environmental Impact
16 Statement.

17 I don't believe there is any good technology
18 that's going to mitigate the impacts of the coal part
19 of this. So if you took the coal part out and were
20 just talking about improving rail infrastructure, that
21 would be a different conversation.

22 But coal is an integral part of this and
23 that part does need to be fully considered.

24 I do believe that as an alternative we
25 should be talking about our energy infrastructure

1 because that is the commodity that is for sale. We
2 all need energy. The planet needs energy to build our
3 economies. The most robust economies use the most
4 energy. So we do need energy.

5 But as an alternative, we'd like to consider
6 maybe putting those jobs into rebuilding our grid so
7 they can handle different types of energy, solar
8 panel, wind power that we've already invested in in
9 Washington State, and also maybe tidal power that is
10 maybe appropriate in the coastal regions. And that
11 maybe could be an alternative.

12 So I believe this is a leadership
13 opportunity for the United States. This is well
14 needed in the world where we could be leading the
15 world in teaching these better technologies, so that
16 India and China won't be burning coal. It's not a
17 given that they have to burn a whole bunch of dirty
18 coal. We can be creating new technologies here in
19 Washington State and sending them out and really get
20 going on climate change.

21 Thank you very much.

22 oo-oo-oo

23 NEXT SPEAKER: Hi. My name is Barbara Lao,
24 and I have two hats. I have a master's degree in
25 hydrology from UCLA. And I also have an MBA from

1 UCLA. And I've done 30 years of environmental work in
2 a variety of different capacities, including writing
3 Environmental Impact Reports and Statements, including
4 writing the opening of the Stampede Pass rail run.

5 What I want to do is make sure that you
6 include everything, a cumulative report, in all of the
7 environmental impacts that other people have stated.
8 But also I want you to make sure that you include the
9 fact that when you have increasing rail traffic you
10 will also need to have increasing rail support, such
11 as the extra sidings that are required, the extra rail
12 yards that are required to take care of all these
13 trains, including they'll all be carrying coal dust
14 and all will be idling. And all of these people may
15 not realize are going to need to be built.

16 In addition, as an MBA, I am wondering why
17 we are sending out coal and ancient technology to a
18 people that are innovative and who have flooded our
19 markets with cheap solar panels.

20 I also am wondering why they are building
21 the largest hydroelectric dam in the world and we are
22 not asking why they are not using their hydroelectric
23 energy, their innovation, to create new technologies
24 for use in their factories, and that we can then also
25 use that technology in a global environment so that

1 we're not polluting the global world, the ocean
2 acidification, our carbon problems throughout the
3 world.

4 We are a global economy. We are a global
5 environment. And everything that everyone has said
6 about our local environment also is --

7 oo-oo-oo

8 GRACE ANN BYRD: My name is Grace Ann Byrd
9 and I'm a Nisqually Tribal member. I'm also a tribal
10 cultural water carrier.

11 I live within a few miles of the Burlington
12 Northern train tracks that are proposed to carry
13 uncovered coal trains from Wyoming to Cherry Point. I
14 have a family that lives just a house or two away from
15 the same tracks. A number of us already suffer from
16 asthma.

17 Secondly, I'm also a fisherwoman, as are all
18 my family members. These tracks run right through my
19 fishing environment where we actively crab and harvest
20 geoduck. I care about our shellfish farm and the
21 ecosystem that sustains it.

22 Medicinal plants grow in this region as well
23 that I and my relatives use for our wellbeing, like
24 cedar, princess pine, and blackberry. That's just to
25 name a few of our medicinal plants for our tribe.

1 I speak on my own behalf, not for the tribe.
2 These train tracks run beside our natural
3 springs that come up out of the ground at Nisqually.
4 The tracks also run over the top of our river via the
5 Nisqually trestle and runs along the Sound that our
6 divers and crabbers use.

7 My concern is that we have had derailments,
8 we've had multiple derailments by our water source
9 already, within a mile, probably within an eighth of a
10 mile from each derailment.

11 oo-00-oo

12 LEE NEWGENT: My name is Lee Newgent. I'm
13 executive secretary of Seattle Building Trades.

14 I've been in a fortunate position to have
15 worked all over the world. Worked in a lot of third
16 world countries as well. I've seen coal power being
17 used there. I've seen environmental rapists in a lot
18 of different countries.

19 I'm very confident in the standards that
20 Washington State puts on the expansion of their
21 projects; whether it's coal, nuclear, or whatever.

22 One of the other things, you can go on and
23 on, everybody has heard every concern of both sides of
24 this. I want to drive home another point. We've
25 heard the point about jobs, we've heard the point

1 about the environment, coal burning in China; what we
2 haven't addressed is why China is using all of our
3 coal.

4 One of the reasons they're using all of our
5 coal is because everybody here is buying Chinese made
6 products and not American made products. As long as
7 we keep feeding their demand, they're going to keep
8 using coal.

9 I've seen the environmental standards in
10 Canada. If we do not do an environmentally sensitive
11 port in the United States, in the deep port, deep
12 water port of Cherry Point, they will be doing it the
13 same way they do landfills in Canada where they would
14 just dump the coal in the ground right next to the
15 water, they'll dump it into the train cars, it will
16 leak out into the water, and it will poison the
17 environment that belongs to all of us.

18 If coal is going to be used, we should put
19 environmental standards on it and we should try to
20 enforce that for both of our nations.

21 Thank you very much.

22 oo-oo-oo

23 KELDA MILLER: My name is Kelda Miller and I
24 live on a farm near the train tracks between Tacoma
25 and Puyallup.

1 This week I found out that I'm pregnant, and
2 my boyfriend and I are very happy to be raising this
3 child on this farmland near the train tracks, the
4 beautiful farm where we live.

5 One question for you in the scoping is to
6 study the cumulative impacts of someone not just
7 living near the tracks and breathing coal dust, but
8 also the cumulative impacts of all of my homegrown
9 food being affected by additional coal trains.

10 So the vegetables that I eat, the fruit that
11 I eat, the eggs that I eat, the sheep and duck and
12 chicken meat that I eat will all be affected. These
13 livestock are the most spoiled, beautiful creatures
14 ever and when we butcher them their internal organs
15 right now are healthy and clean. I am worried that
16 with additional coal trains these animals that we care
17 so much for will not be healthy for us to eat and I
18 worry that my own breast milk will not be healthy for
19 my children to drink.

20 Additionally, though I don't live in
21 downtown Puyallup or Sumner now, I have lived years in
22 both of those towns. The train tracks run through
23 both of those downtowns. I am concerned that
24 additional two to three hours of train traffic will
25 drastically reduce the walkability and thus the

1 livability of our local economy in those precious
2 downtowns.

3 I have heard people say that exporting coal
4 will create jobs, but I am concerned that the
5 restaurant owners, the bookstore owners, the coffee
6 shop owners, the clothing store owners, and many more
7 may go out of business if those downtowns get a
8 reputation that they are annoying places to wait for
9 traffic rather than the vibrant community centers that
10 they should be.

11 How many local loving jobs would we lose for
12 the construction jobs at the port that we might gain.
13 Please let our cities continue with the retrofitting
14 and reconstruction of downtown centers that will be
15 very important in a more sustainable future.

16 Thank you.

17 oo-00-oo

18 NEXT SPEAKER: Kate Bowers; Bow, Washington.

19 I would like to have you look at the
20 psychological and psychiatric impacts of this planned
21 project, both pre and post.

22 I would also like you to look at the kind of
23 insanity. Is this some kind of borderline personality
24 disorder that these people have that are calling for
25 this? Is this some kind of really insane collective

1 craziness that let's our society do this to the
2 children that were here earlier? What kind of people
3 are we? Are we really human? What is wrong with us
4 that we would allow this to happen?

5 Now is our last chance to get the future
6 right. We don't have another moment. We don't have
7 another year. This is it.

8 What about psychopaths, sociopaths? Are
9 those the people that are in charge of this project?
10 I want you to look at that. I want a study and I want
11 to see it in writing.

12 oo-oo-oo

13 NEXT SPEAKER: Hi. Elizabeth Hines from
14 Bellingham, Washington; second green and clean city in
15 the U.S.

16 I just wanted to say that if we do have our
17 coal trains going by, as they hope, with a million
18 cars full of tons and tons of coal, we're going to be
19 looking like this. There is going to be so much coal
20 dust everywhere. And even if we don't see it, it will
21 feel like this. So take a good look.

22 I'd also like to say that noise is a
23 terrible form of torture. It was used in Guantanamo.
24 It's been used many times. And train noise is a form
25 of torture, as well as many, many other things that

1 were mentioned here tonight.

2 So let's take a listen, what it really
3 sounds like to have the trains running by from my
4 balcony at my house in Bellingham, Washington. And I
5 did not go near the tracks. This is from my house
6 near the water.

7 oo-oo-oo

8 ALEX HAMLING: Good evening. I'm Alex
9 Hamling. I'm a pediatrician in the Seattle area, as
10 well as a board member of Washington Physicians For
11 Social Responsibility.

12 I'm here to ask for an increase in the scope
13 of the Health Impact Assessment regarding the coal
14 export from the Cherry Point terminal in Whatcom
15 County.

16 The coal export terminal would degrade
17 community health by increasing pulmonary, cardiac,
18 cancer, and safety risks because of the diesel
19 particulate matter, coal dust, and noise exposure.
20 OSHA has shown that coal dust exposures at high levels
21 and for prolonged periods of time in coal miners has
22 been linked to increased cases of bronchitis,
23 emphysema, and black lung disease.

24 The increased train traffic, and the amount
25 of coal being transported will negatively impact local

1 homes and businesses with the coal dust debris. The
2 areas affected are vast. Here locally they also
3 include the Downtown Seattle waterfront, Hiram
4 Chittenden Locks, and Golden Gardens.

5 There is also a risk for localized pollution
6 to air, surface water, groundwater, and soil in the
7 communities ranging from Wyoming to China. These are
8 the areas that the coal will be extracted,
9 transported, and eventually combustion will take
10 place. Under-represented communities including the
11 Nooksack River valley would be affected with increased
12 exposure to coal dust from trains.

13 The coal trains have a negative health
14 impact on people and also on the local ecosystems.
15 There will be increased stresses on endemic herring in
16 Bellingham Bay, which are already a keystone species
17 in the Salish Sea food web. There is also a risk for
18 contamination of topsoil by coal dust up to 20 percent
19 by weight. Local water sources could also be
20 adversely affected to the potential of introducing
21 invasive species from ballast waters when the barges
22 empty at Cherry Point.

23 I worry that these facts conflict with the
24 values of our community and further that we all have a
25 civic responsibility to the communities for which we

1 are an integral part.

2 There is real harm related to the impacts on
3 the local environment and economy, community health,
4 and social equality that should not be overlooked.

5 Thank you.

6 oo-00-oo

7 DAVID KERSHNER: My name is David Kershner.
8 I'm speaking as a resident of Lummi Island in Whatcom
9 County.

10 I live about ten miles from Cherry Point. I
11 grew up fishing commercially for salmon near Cherry
12 Point, alongside members of the Lummi Tribe.

13 And there are too many significant adverse
14 impacts to mention in two minutes, but I wanted to
15 just state for the record that it's simply not factual
16 to say that 48 million tons of coal proposed for the
17 Gateway Pacific Terminal will be shipped to Canada
18 under a no project alternative.

19 There is not more than about 12.5 million
20 tons of capacity at Canadian ports for U.S. coal at
21 any time in the foreseeable future. And you can go to
22 siteline.org for facts on projected capacity at
23 Canadian coal ports.

24 I just wanted to use the rest of my time to
25 speak in support of respecting the cultural resources

1 of the Lummi people, my neighbors.

2 As part of the EIS process, I respectfully
3 request that the significant adverse impacts of
4 building an industrial facility on the ancestral
5 burial grounds of the Lummi people be thoroughly
6 analyzed. Would anyone here want a giant coal
7 transfer station built on top of a cemetery containing
8 your ancestors' remains?

9 Whatcom County, the Department of Ecology,
10 and the Corps of Engineers have a responsibility to
11 evaluate the cultural impact of this project on the
12 Lummi people and how SSA Marine can possibly mitigate
13 the impact of building an industrial facility on my
14 neighbor's cemetery.

15 Thank you.

16 oo-00-oo

17 REED RIKER: My name is Reed Riker. I'm
18 eleven years old. I live here in Seattle down by a
19 park called Carkeek Park, if you've heard of it.

20 So we're really worried about the coal
21 trains, because we don't want them going through parks
22 like Carkeek and Golden Gardens because they're
23 dumping coal dust as they go and they will pollute the
24 parks. And it will never be the same, it will be next
25 to impossible -- well, impossible to make it the same

1 ever again. And it's also a huge contributor to
2 global warming when used. Coal will easily melt the
3 ice away.

4 And yeah, thank you very much. Thank you.

5 oo-oo-oo

6 NEXT SPEAKER: My name is Aaron Schwarz.

7 I'm here as an environmental scientist. I
8 studied the environmental fallout from coal powered in
9 China. The pollution emitted by Chinese coal is a
10 global problem not limited to Puget Sound or the State
11 of Washington. The toxic emissions of coal power are
12 a complicated technical problem that are not feasible
13 to address. So the so-called clean coal is not cost
14 effective. Even old antiquated nuclear is less
15 expensive.

16 More coal power will mean more coal
17 problems. We heard from the coal miner earlier that
18 spoke about water pollution from coal mining, and
19 dragging more toxic coal for China through Washington
20 is not an energy solution.

21 Traffic jams, air pollution, noise
22 pollution, climate change; the history of coal power
23 in China consists of costly toxic global environmental
24 fallout that has cheated all future generations. We
25 can do much better.

1 We must take everything into account to
2 understand why coal power is a complete economic
3 environmental and public health loser.

4 The Chinese government already recognizes
5 the problems with coal and they have been investing
6 heavily in sustainable solar, hydro, wind, power
7 sources. In the near future China will begin to phase
8 out coal power making any investments into the Cherry
9 Point or the rails and mines which support it fail.

10 I understand why coal is burned for energy.
11 I also understand that there are far more intelligent
12 solutions to producing energy.

13 Wind energy is cheaper than coal. In the
14 near future, cost effective liquid metal batteries and
15 grid energy storage will make wind and other
16 sustainable energy sources capable of displacing coal
17 completely for baseload power production. We have the
18 technology to replace coal with sustainable renewable
19 energy sources. Clean energy is going to create the
20 jobs of the future that we need.

21 Thank you. No more control.

22 oo-oo-oo

23 LORETTA JANCOSKI: Good afternoon. My name
24 is Loretta Jancoski and I'm the former dean of the
25 school of theology and ministry at Seattle University,

1 and a former long-time board member of Earth Ministry.

2 I think that others have spoken of the
3 scientific and physical impacts of this thing. I
4 would like to ask you a different kind of question
5 that I hope you will consider.

6 Who are you who are making these decisions?
7 If you see yourself as part of this earth, as not
8 something separate from it, and if you see yourselves
9 as people who are earth's eyes and ears, and if you
10 realize that you are a special creation of God, in
11 this creation that is all created by God, you also
12 then have special responsibilities. And who you see
13 yourself -- how you see yourself, and how you
14 understand those responsibilities will determine how
15 you are going to interpret all of this information
16 that you have received today.

17 I would like you to consider that you are
18 co-creators with God of earth's future. And whatever
19 decisions you make today are going to determine what
20 kind of an earth my grandchildren, and my children,
21 and your grandchildren, and your children are going to
22 have.

23 Our faith tells us that we are special
24 creatures created by God and that we have these grave
25 responsibilities. We are so responsible that this

1 earth cannot survive without us making the right
2 decisions.

3 So if you think of yourself as a co-creator
4 with God of earth's future, you surely will make
5 different decisions than you would make if you see
6 yourself as something separate from it.

7 oo-00-oo

8 MICHAEL FOSTER: My name is Michael Foster.

9 I am a volunteer hobbyist with the Climate
10 Reality Project, which is Al Gore's organization. I
11 was trained by Al Gore to deliver his slide show for
12 free, and that's what I did this afternoon to a group
13 of seventh graders at my daughter's school. And
14 surprisingly, of 35 kids almost all of them had never
15 heard of global warming even though they just finished
16 a unit on climate change -- or not on climate change;
17 on climate. Not on climate change.

18 It was shocking. They were shocked. Boy
19 was I surprised that they hadn't heard of it.

20 So I've got a couple of their reactions here
21 after 30 minutes of finding out what's happening to
22 their world.

23 I believe that nobody deserves to die or
24 live in extreme weather just because oil companies
25 want more money.

1 Asked whether we should build a terminal.
2 No, if we, America, do not need very much anymore, the
3 other countries that can afford to make more
4 environmental friendly energy shouldn't need it
5 either. I know some of the poor countries don't have
6 enough money to do this, but the world should come
7 together to stop the coal shipping and help poor
8 countries.

9 The World Bank just released a report this
10 month, Turn Down the Heat, that says we're basically
11 locking ourselves in at four degrees Celsius warming.
12 And building this infrastructure is exactly the
13 problem. We're going to have useless infrastructure
14 that must be outlawed in a few years, if it's ever
15 allowed to open.

16 Another one says, look, I don't want to die.
17 If we do this, we're encouraging this global warming.
18 Coal is for old people. We don't use trains anymore.
19 Do you want to be rich but die anyway because of
20 global warming, or do you want to live.

21 Pretty good answer.

22 If we still transport the coal to someone
23 else because it might not be in America, but it will
24 still be in the world, still in the earth.

25 It we don't stop our kids won't be able to

1 have kids.

2 So this is a raw response from somebody who
3 is twelve years old and just found out that the world
4 is heating up and we're going it to them.

5 We've superinsulated our planet and I hope
6 we won't continue.

7 Thank you.

8 oo-00-oo

9 NAMESIA HERZSTEIN: Hi. My name is Namesia
10 Herzstein.

11 Thank you for this opportunity to comment on
12 the proposed Gateway coal terminal.

13 I strongly oppose the terminal and the
14 associated rail traffic it would bring to Puget Sound
15 shorelines.

16 I am a volunteer of the Seattle chapter of
17 the Surfrider Foundation and I speak on behalf of our
18 2,000 supporters.

19 One of the main reasons I moved to Seattle
20 is for the access to the shorelines, for our
21 waterfront parks, the beautiful views, the access of
22 paddle boarding, kayaking, and surfing. Also with
23 opportunities to view wildlife.

24 I am not alone in valuing the rich
25 recreational opportunities provided by our shorelines.

1 Washington is the only state in the country
2 with a national marine recreational trail. This is
3 the equivalent of the Appalachian Trail but for marine
4 waters where kayakers, paddlers, and other boaters
5 enjoy access to our waterways.

6 In Washington wildlife watchers is done by
7 over two million people annually, yielding nearly
8 \$57 million in state tax revenues.

9 The Puget Sound area provides \$9.5 billion
10 in travel spending, including 88,000 tourism-related
11 jobs and \$3 billion in income.

12 When a coal train travels along our
13 shorelines and by our waterfront parks, it diminishes
14 the recreational value. Trains cut off our access,
15 they're noisy, they smell, and they engineer fear of
16 negative health impacts.

17 The coal terminal and associated rail
18 traffic is going to have an added negative impact on
19 our economy by diminishing recreational opportunities.

20 As you move forward with the scoping, you
21 must consider impacts in the shoreline recreation
22 along with other threats mentioned today, including
23 health impacts, traffic delays, and harm to our
24 natural resources.

25 Thank you.

1 oo-00-00

2 AMY GULICK: Amy Gulick.

3 I'm surprised and saddened that in the year
4 2012, knowing what we know today about the negative
5 impacts of burning fossil fuels, both to the planet
6 and people, that we are even considering building the
7 Gateway Pacific Coal terminal in Bellingham or
8 anywhere else for that matter.

9 But here we are and here is what I would
10 like you to consider.

11 What are the cumulative impacts of
12 transporting the coal from its source to the terminal
13 to its final destination?

14 This would include the exposure to diesel
15 exhaust from coal trains and cargo ships, the exposure
16 to coal dust, the increase in stress caused by longer
17 wait times at train crossings, the increased risk to
18 public safety as emergency services will be delayed,
19 and the impact on wildlife as the coal trains will
20 pose a barrier to habitat activity.

21 What are the cumulative impacts of burning
22 the coal at its final destination in China and other
23 parts of the world?

24 We need to know how much carbon will be
25 emitted into the atmosphere and how this will

1 exacerbate the effects of global warming.

2 We also need to know how much lead, mercury,
3 and selenium will be emitted into the air and water
4 and what health effects this will pose to both people
5 and wildlife.

6 What are the cumulative impacts on noise
7 pollution? What decibel levels will people and
8 wildlife be exposed to and what will the frequency be
9 of that exposure?

10 It is beyond unthinkable in 2012; we
11 continue to race full throttle down the fossil fuel
12 tracks throwing ourselves in front of an out of
13 control carbon freight train.

14 Thank you.

15 oo-00-oo

16 MARCIA LAGERLOEF: My name is Marcia
17 Lagerloef.

18 Thank you very much for calling some
19 additional numbers.

20 I am an oceanographer. I am a retired EPA
21 water quality specialist. Thank you. And I am a
22 former board member of Earth Ministry. So I speak as
23 a scientist, a person of faith, and most of all I
24 speak as a new grandmother.

25 I think that you have heard today a broad

1 number of people all speaking about effects that go
2 all the way from Wyoming and Montana to China. And I
3 hope that what you have seen -- I was especially
4 impressed by hearing that certain coal mines actually
5 happening in Montana are contingent on this particular
6 port. I hope you have noted that these are all
7 interconnected effects, that you can't separate out
8 what is your decision about this particular terminal
9 from what's going on in Montana, and what's happening
10 in China, and then the effect globally of those
11 actions.

12 I would like to speak about something else
13 that was just touched on by a speaker a couple of
14 speakers ago. As a water quality person I worked on
15 approval of the Washington State Water Quality
16 Standards. I know that right now, since I've retired,
17 they are now working on updating their human health
18 criteria. They've recognized that people are actually
19 consuming more fish than the number that is currently
20 what is operative in determining the water quality
21 criteria for what is safe to consume.

22 Mercury is one of the key pollutants that
23 does come from coal. It will come from the coal dust.
24 Mercury is something that is very unsafe for humans.
25 And we already have a number of water bodies in this

1 state that are listed as unsafe for pregnant women and
2 children to consume the fish, so we are limiting our
3 access to fish in our waters.

4 Thank you.

5 oo-00-oo

6 NEXT SPEAKER: Hi. My name is Nick Abraham.

7 And I came here today concerned about
8 bringing the Sonics back to Seattle. Give me a second
9 here.

10 One of the impacts that hasn't been talked
11 about today is the potential for the Seattle rail
12 corridor by the port and by the stadiums for how that
13 will impact those areas and what their potential for
14 building increased capacity and building a new stadium
15 there for the Sonics to be able to return to Seattle
16 once again.

17 The trains coming through there are already
18 a concern of the port for their own shipping, and
19 they're concerned about the stadium being built as
20 well. It seems to me that there isn't a potential for
21 both of these projects to be done at once and we need
22 to decide which one of these is more important to the
23 city.

24 Now, I might have come here today as just a
25 Sonics fan, but after hearing all the people speak

1 today, especially members of the Native American
2 tribes, I'll be leaving just against coal.

3 oo-00-oo

4 NEXT SPEAKER: Thank you for the opportunity
5 to testify. My name is Peter Goldman. I'm an
6 environmental lawyer, 30 years Seattle resident,
7 Washington Forest Law Center.

8 I encourage the agencies to carefully and
9 thoroughly consider the environmental and economic
10 impact that the coal trains are going to have on
11 Seattle's working waterfront.

12 I'm the attorney for an organization
13 opposing the proposed basketball arena, that the
14 gentleman very eloquently before me spoke about, and
15 folks are opposing this arena because it would bring
16 five to 6,000 cars, 180 to 190 days a year to Sodo.

17 In my capacity of attorney, I've become very
18 familiar with the impact that this arena would have on
19 the traffic in the Sodo area, and specifically on the
20 Port of Seattle.

21 In fact the following entities have urged
22 the City to reject the arena because of its
23 devastating impact on the Port of Seattle.

24 The Port of Seattle, Pacific Marine
25 Association, Seattle Mariners, Seattle Manufacturing

1 and Industrial Council, the Washington Trucking
2 Association, Burling Northern, Amtrak, and the
3 International Longshore and Warehouse Union.

4 How can five to 6,000 cars and 180 days a
5 year have such a devastating impact on the Port of
6 Seattle, and yet 18 two-mile trains a day would not
7 have the same.

8 So your scope needs to take into account the
9 extensive record that's been submitted by all those
10 entities that I just mentioned on how this is going to
11 impact the working Port of Seattle.

12 Thank you.

13 oo-00-oo

14 NEXT SPEAKER: Hello. My name is Stewart
15 Porchess.

16 I fear that reason will probably not
17 prevail, I'm sorry to say that. I'm here figuratively
18 to lay myself down on the tracks today. But if that
19 reason should not prevail, I hope that you will raise
20 your hands and say that you'll be there physically to
21 impede the so-called progress that is being asked for
22 in supposedly creating jobs, because this is not
23 right. This is slow asphyxiation of mankind in the
24 progress. We cannot have this. We are too smart to
25 be able to not figure out another alternative.

1 So please join me in -- I have about 40
2 seconds left -- in saying we won't do this, we don't
3 do this, we won't do this, we won't do this, we won't
4 do this, we won't do this, we don't do this, we won't
5 do this, we won't do this, we don't do this, we won't
6 do this.

7 Thank you very much.

8 oo-00-oo

9 NEXT SPEAKER: Hi. My name is Chris Bast.

10 I just wanted to make a couple comments
11 regarding south downtown. Some of the folks have
12 already commented. Just a few things to specifically
13 ask that you include in the EIS.

14 One is the impact of the downtown rail
15 tunnel and the ventilation of the tunnel. Very
16 concerned that it's a very old tunnel, it ventilates
17 very poorly; so I'm concerned about the impact that
18 all of the increased train traffic and the emissions
19 there -- basically if you are in Pioneer Square, it
20 will be like sitting at the end, you know, behind a
21 tail pipe. So please look at that.

22 Additionally, the historic districts of
23 Seattle are all in that same area. I believe that
24 there is certain federal regulations that require, you
25 know, the historical preservation code in the historic

1 buildings and historic districts to have mitigation,
2 so please look at those; the impacts from vibration
3 and noise and emissions on the historic attributes of
4 Seattle.

5 And I also reiterate, whether you are on the
6 pro side or the con side of the arena, that this is --
7 either way that you should be against coal trains for
8 all those reasons.

9 This may be the cynic in me, but when I hear
10 BNSF express concern about the traffic impacts from
11 the arena, everybody knows that we need the Lander
12 Street overpass and we need traffic mitigation in
13 South Seattle. I'm concerned that the arena folks are
14 going to be forced to pay for that when in actuality
15 it's the coal trains that are going to require that
16 type of mitigation.

17 Thank you very much.

18 oo-00-oo

19 NEXT SPEAKER: Hello. Thank you for giving
20 me the floor. My name is Elena Rumansema. I'm Sierra
21 Club member and mother of two children.

22 I'm here to speak for our younger citizens
23 who will very much suffer if the coal trains start
24 going through the state. The dust from coal causes
25 allergies and asthma, especially in children. And I

1 don't think they'll be too happy playing outside and
2 smelling all that coal, especially as the very brave
3 young man here came, he was eleven years old and he
4 spoke about Golden Gate park. It's one of our
5 favorite parks to go. I would hate to see a coal
6 train go by in this peaceful serene place, and be
7 noisy and spill this dust around.

8 So I see no point of giving a wonderful gift
9 to big coal at the expense of our children and
10 ourselves.

11 Thank you.

12 oo-oo-oo

13 NEXT SPEAKER: My name is Abby Brogway. I'm
14 a member of Earth Ministry, I'm a mother, I'm a
15 business owner, and I'm really grateful to have two
16 minutes here to speak.

17 I feel like a citizen that has learned so
18 much about corporations and how people feel so
19 helpless in trying to defend the earth and nature.

20 I'm 43 years old and I've lived here all my
21 life. Growing up we vacationed in the San Juan
22 Islands. We would charter a boat. We would explore
23 the islands. We would discover restaurants. We would
24 look for coin-operated showers; some islands had it
25 and others had nothing. Beautiful Madrona trees.

1 Orcas if we saw them. Wildlife beautiful. The
2 Pacific Northwest has been given an amazing amount of
3 resources and it is our job to protect these
4 resources.

5 I also happen to follow Jesus; but in the
6 Northwest we don't talk about that. It's very
7 personal. You just keep it under wraps. But here
8 Jesus commands me to speak for those that can't speak.

9 Our planet cannot speak. The Madrona trees
10 cannot speak. Our ancestors cannot speak. And our
11 children that aren't even born yet cannot speak.

12 I ask that you look into the future for 50
13 years and look at how we're going to have energy in
14 this day in time. I'm seeing what happened in West
15 Virginia; and permits were granted, promises were
16 made, and the coal companies made so much money it was
17 cheaper for them to just buy those little fees that
18 came when they broke the law, and we cannot afford to
19 do this with our earth anymore.

20 The good thing about this situation of how
21 asinine this proposal is is that I have met my friends
22 and neighbors that care about this. I only want to
23 talk about this issue. I ask everybody about it.
24 We've called each other. We've gotten to know each
25 other's different organizations and banded as one. We

1 are one people. And China is also our people. We are
2 one. Permit life, not coal.

3 oo-00-oo

4 NEXT SPEAKER: Well, Thank you. And I'm
5 very honored to speak today. I'm Patricia Holm from
6 Olympia, Washington.

7 I'm 75 years old, a grandmother, a mother,
8 and my grandchildren are nine, five, and eight, and
9 I'm concerned about them.

10 I strongly oppose this construction. I'd
11 like you to take into account Governor Gregoire's
12 executive order just issued on November 27, 2012 --
13 should be well aware. I'm a retired ecologist -- I
14 mean I've worked in ecology. And I'm also a retired
15 teacher. And I've been a union member all my life.
16 And I know we can find jobs for people that are good
17 jobs. And we need to do that in this session, we need
18 to do that.

19 But her executive order just issued clearly
20 that the further releases of CO2 to the Puget Sound
21 must be halted now. And Washington State should be
22 the leader. We are the leader. We need to lead in
23 this. And she is behind us, as long as all the other
24 people that worked on her blue ribbon committee.

25 Already the acidification of Puget Sound is

1 hurting the shellfish industry, which employs over
2 3,200 people. That's just a little amount; but many
3 people would be affected.

4 Washington State's shellfish industry
5 supplies 85 percent of the nation's shellfish. We
6 can't not do that.

7 The train tracks carrying this coal are
8 situated all along the Puget Sound on the way up to
9 Bellingham. The coal dust from these trains and the
10 burning of this coal in China would directly affect
11 further acidification of our Puget Sound.

12 Currently the oceans are taking up
13 25 percent of the CO2 in our air. In coming years
14 this will increase due to the carbon gas loadings of
15 our atmosphere. We've already taken up all the space.
16 These ocean swellings up that are causing this
17 acidification was in 1970, and they're going to keep
18 coming. We must stop this.

19 oo-oo-oo

20 NEXT SPEAKER: Joanna Shutler.

21 I'm a lifetime Seattleite, which there is
22 not many of us around and I'm proud of it.

23 I also represent Emerald Grove, which is the
24 oldest 31 years of the Druids here in North America, I
25 run that group. So I'm an Archdruid. Yea,

1 Stonehenge.

2 I'm also though, which is very interesting,
3 my family is Great Northern, Northern Pacific,
4 Burlington Northern, and I'm very proud of that
5 heritage.

6 But also, I also have to think that my dad
7 was involved in taxes. We dealt with all the taxes,
8 tax assessors across the state, all the way to Montana
9 was his region. So I know every part of the region
10 because we used to go there on summer vacations to go
11 visit the tax assessors along the way.

12 So one thing we haven't brought up is taxes.
13 So who is going to be responsible for the taxes for
14 this along the way, and how is it going to be
15 happening?

16 Who is going to be responsible for the
17 railways, to take care of them?

18 As well as the consideration of the caps,
19 are we going to be putting caps or lids on the coal
20 trains? Maybe there is something to do with that.

21 But also my main concern, I was down in the
22 Gorge this summer, it's a very beautiful region, we're
23 getting into wineries as well down there; what are we
24 going to do if the coal dumps there? It's really
25 really awful to think about it. And to think that we

1 are not considering that is just horrific.

2 Also we have to think about earthquakes. We
3 haven't even discussed earthquakes here this evening.
4 We are going to get one, and we're going to get a big
5 one. And what if these trains are along the tracks
6 along the way; it's just really terrible to think
7 about.

8 So there is many things to think about and I
9 hope that we actually do not do the coal trains
10 because it's just not an environmentally good
11 decision.

12 Thank you very much.

13 oo-00-oo

14 NEXT SPEAKER: Hi. My name is Christian
15 Rohr.

16 I'm against the coal project. I would like
17 to ask you to study the possible net job loss that
18 comes from it based on the following argument.

19 One argument that hasn't been mentioned is
20 that China currently, in order to compete with the
21 United States based on low wages, also is dependent on
22 the vast availability of cheap energy. So when we
23 ship our coal to China it actually lessens their
24 energy price, therefore they can compete with us even
25 further and out compete with us based on lower energy

1 and lower wages.

2 So there may be actually a continued net job
3 loss that may be far greater than the supposed jobs
4 gained from this project. So we may gain temporarily
5 2,000 jobs here locally and maybe long term 40 jobs --
6 I have heard the number is actually pretty low as far
7 as long-term jobs from this project -- but we may lose
8 10,000 jobs, 20,000 jobs because we make it cheaper
9 for China to produce goods that then out compete us.
10 And because of global trade we cannot, you know,
11 compete based on wages.

12 So I would really like you to do a study on
13 that and consider the total impact on this, even just
14 based on the job loss argument.

15 Thank you.

16 oo-00-oo

17 MOHAWK KUZMA: Thank you Army Corps of
18 Engineers, EPA, Ecology. As you know -- my name is
19 Mohawk Kuzma.

20 As you know -- or as I know, I should say, I
21 know this product is a bad thing because I live --
22 I've seen impacts of industry. When Seattle --
23 industry came to Seattle, it polluted the Duwamish
24 River. And when it polluted the Duwamish River, just
25 like it's going to do if we get these coal trains

1 going through, it's going to pollute the river.

2 You're going to be unable to eat crab, fish.

3 The Indian tribes survive on that stuff.

4 It's just not fair to them. They survive on crabs.

5 Crabs, fish, and other wildlife through the
6 Duwamish is polluted. We do not want our waterways
7 polluted.

8 If you want to talk about land, Asarco
9 Smelter polluted all of Federal Way, all of South
10 Seattle, which basically had harmful impacts on
11 children everywhere. If you have a coal train going
12 through there, they're going to pollute the railways
13 and all the vegetables and pollute everything along
14 there.

15 It's not fair to the people. It's not fair
16 to anyone. It's not even fair that the Duwamish has
17 been polluted because of industry. Asarco polluted
18 the land because of industry and coal trains are going
19 to probably pollute -- if these guys let the coal
20 trains go through, it's probably going to pollute
21 industry. It's not fair to anyone that it's going to
22 pollute. It's not fair to anyone.

23 Coal trains should not be allowed to go
24 through because they pollute and they're no help to
25 anyone. They don't create jobs. They do the exact

1 opposite. They kill more people than they help.

2 Thank you for your time. And thank you.

3 oo-00-oo

4 NEXT SPEAKER: Hello. My name is Sarah
5 Grunden. I'm a Seattleite since birth and a Nathan
6 Hale High School student.

7 I'm asking you to put climate change in the
8 scope of the study. Every day around my high school I
9 hear, "When the planet melts," yaddy-yada, "When
10 global warming kills us all," X Y and Z dropped into
11 everyday conversation.

12 My generation is faced with the reality of
13 climate change as our future. We are shown the
14 science in biology class and we've studied endangered
15 species since third grade.

16 Many of us have lost hope that we can
17 reverse climate change. That science they show us in
18 biology tells us that we're rapidly approaching the
19 point of no return when the carbon parts per million
20 finally become too much.

21 Mass species extinction is happening now.
22 We're hitting peak oil now. And the sea levels are
23 rising now.

24 Those statements my peers make about when
25 the planet melts are false. It's not a matter of

1 when; it's now. We are at the turning point.

2 So we can choose to send coal to China and
3 make the money that we need in the present, but that
4 money won't matter once that coal has been burnt and
5 that carbon was released into the atmosphere and we
6 hit of the point of no return.

7 Profit won't be our concern when my
8 generation, your children, can't live on the land they
9 grew up on because they see the melted ice caps; it's
10 under water.

11 That money won't matter when we're faced
12 with the inevitable crisis as we run out of oil but
13 haven't created sustainable and reusable energy
14 sources.

15 Money won't matter when me generation goes
16 hungry because modern day agriculture uses oil-based
17 fertilizer to produce mass crops.

18 So don't help us reach the point of no
19 return by enabling more coal to be burnt in China.
20 Because when we get to the point of no return, the
21 money won't matter, but survival will.

22 My generation already lacks hope for climate
23 change. Our only hope lies in the decisions that are
24 made now. And we are at the turning point now so
25 let's not turn this thing for the worst now.

1 (End of GPT Seattle scoping
2 comments.)
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1 STATE OF WASHINGTON)
2) ss.
3 COUNTY OF KING)
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6

7 I, the undersigned Washington Certified Court
8 Reporter, do hereby certify:

9 That the foregoing public comments on the date
10 indicated on the caption sheet were reported
11 stenographically by me and thereafter reduced to
12 typewriting under my direction;

13 I further certify that the transcription is
14 true and correct to the best of my ability.

15 Signed this 30th day of December, 2012.
16
17
18
19
20

21 _____
22 Brenda Steinman
23 Washington Certified Court Reporter
24 CCR No. 2717
25

Public Verbal Comments (Room 2)

GATEWAY PACIFIC TERMINAL

SEATTLE

PUBLIC COMMENTS

 Taken at
Seattle Convention Center
800 Convention Place
Seattle, Washington

REPORTED BY: Thad Byrd, CCR

REPORTED ON: December 13, 2012

SEATTLE DEPOSITION REPORTERS

600 University Street, Suite 320

Seattle, Washington 98101 PH: (206) 622-6661

1 SEATTLE, WASHINGTON; THURSDAY, DECEMBER 13, 2012

2 -- oo 0 oo --

3 UNIDENTIFIED SPEAKER: Good afternoon. You
4 have a great responsibility as you scope this
5 environmental review. This is not only an issue local to
6 Whatcom County communities across the entire rail
7 corridor. Certainly, the proposed terminal will see
8 environmental, health, traffic and economic impacts.

9 We've done away with coal-fired plants in Washington
10 State, but burning this coal will create greenhouse gas
11 emissions roughly equal to the total of all emissions
12 from all sources in Washington State.

13 This is not only an environmental issue. It's an
14 issue of economic development. Up to 18 trains a day,
15 each a mile and a half long, will cause unscheduled
16 delays at street-level crossings and slow the movement of
17 goods and workers.

18 It will use up finite rail capacity that our
19 industries like aerospace rely on to move parts and
20 finished products.

21 There's also an issue of health and social justice
22 with some of our most vulnerable communities living along
23 the rail corridor.

24 I urge you to conduct an area wide and cumulative
25 review of the impacts on the environment, health, equity

1 and social justice, the rail system and freight, transit
2 and passenger vehicle traffic.

3 The financial burden of these impacts should not
4 fall on local communities along the rail corridor. Your
5 EIS should analyze and quantify the cost of mitigating
6 these impacts.

7 Finally, your review should recognize that this is
8 just one of five coal export terminal proposals in
9 Washington and Oregon. We are counting on you to conduct
10 a thorough and comprehensive review.

11 As a region, let's put our energy toward clean
12 technology, green energy, transit and value-added
13 manufacturing.

14 Let's send a message to the nation and the world
15 that we need to end our reliance on finite polluting
16 energy sources. Let's pursue lasting economic
17 development that sustains, rather than harms our
18 environment. We can do better. Thank you.

19 CHAD BOWECHOP: I'd like to thank the hosts
20 for providing us this opportunity to speak to this very
21 important issue. My name is Chad Bowechop. I am a
22 member of the Makah Tribe and manager of the Makah Tribal
23 Council Office of Marine Affairs.

24 Were this a traditional event or potlatch, we would
25 open these proceedings with a prayer song asking the

1 creator to guide our words and guide our intention that
2 everything we speak be true and everything be meaningful.
3 In as much as I only have two minutes, I have prepared a
4 statement.

5 The scope of this EIS needs to recognize the
6 sovereign nature of the 1855 treaty of Neah Bay.
7 Moreover, our spiritual beliefs assert that we are
8 inextricably connected to the environment.

9 Attaining that level of spiritual understanding
10 requires that we assume the responsibility of the
11 resources in our Chiefs' area in our treaty area. While
12 we support efforts to develop a vibrant economy, it must
13 not come at the cost of future generations.

14 We understand that shipping and burning of coal
15 significantly contributes to climate change, and
16 recognize the impacts of ocean acidification that has
17 already been leveled on our ocean resources.

18 We've also been subject to over 1.5 million gallons
19 of oil spilled in our treaty area. Therefore, it is
20 imperative that the EIS include analysis of risks
21 associated with both the shipping and burning of coal and
22 their effect on our treaty-protected resources.

23 We will be submitting written comments and seeking
24 government-to-government consultation with the Army Corps
25 of Engineers for the construction and operation of what

1 is proposed to be North America's largest coal terminal
2 in Washington State.

3 EASY: Hello, everyone. My name is Easy.
4 I'm an international student from Spring Street
5 International School. I've been living here for almost a
6 year. I like here. I like the wildlife here. I like
7 the air here.

8 I have a friend in China. She live nearby the coal
9 areas in Shanxi Province. In coal mining areas in China,
10 in those places, the sky is gray with dust because of
11 pollution.

12 There are many babies with poor bodies because of
13 pollution. Many dead fish are floating on the surfaces
14 of the damaged rivers because of pollution. People are
15 crying with the fish because of pollution.

16 The soil lose their ability to grow vegetables and
17 totally dry out because of pollution. Those birds cannot
18 fly away because their wings are filled with tar sand.
19 Today I'm standing here not only as one of many Chinese,
20 but also as one of the seven billion people.

21 I know that coal is powerful enough that it has
22 already damaged many places in my country, and how about
23 here? How about the smiling people here? How about the
24 blue sky and the birds and trees here? How about the
25 vegetables here, and how about the birds? Please give me

1 and the other people our hope and chance to continue
2 loving here and our planet. Thank you.

3 STEVE SUNDQUIST: I'm Steve Sundquist, a
4 businessman, non-profit board leader and past president
5 of the Seattle School Board. I oppose coal export on
6 environmental and public health grounds, but my
7 preliminary analysis suggests the jobs case may be
8 misleading as well.

9 I would like the EIS to measure and forecast the
10 impact of related job growth and contraction on a net
11 basis, including jobs gained through this proposal as
12 well as jobs destroyed.

13 Preliminary analysis suggests coal export will
14 produce very few jobs compared to alternate uses of the
15 terminal property, and the proposal may be a net job
16 destroyer on the job growth side, a few jobs at the
17 terminal itself, some jobs with the railroad and some
18 construction jobs.

19 On the jobs destroyed side, there will likely be
20 negative impact on trade-related jobs at the ports of
21 Seattle, Tacoma and elsewhere due to slower freight
22 transit times because of increased contention on
23 Burlington Northern's Northwest rail network.

24 There'll be negative impact on redevelopment of the
25 old Georgia Pacific site on Bellingham's waterfront,

1 which was originally projected to be a major job creator.

2 There'll be negative impact on fisheries near the
3 terminal as well as further away due to increased
4 shipping traffic. There'll be negative impact on tourism
5 in the Bellingham area, negative impact on the
6 immigration of knowledge workers and entrepreneurs to
7 Bellingham.

8 There'll be negative impact on businesses near the
9 tracks from increased rail traffic and new sidings and
10 negative impacts from reduced property values near the
11 tracks all along the route, including reduced consumer
12 spending from the negative wealth effect and reduced
13 property tax revenues.

14 I believe a detailed analysis is critical because it
15 appears the project proponents have only promoted the
16 positive job impacts, and decision makers need to
17 understand the complete jobs picture. Thank you for
18 providing me an opportunity to share my thoughts. I
19 appreciate it very much.

20 PETER ELLIAN: Hello, my name is the Reverend
21 Peter Ellian. I run a Christian ministry called
22 Restoring Eden. I happen to live just south of Longview,
23 but most of our work is in Appalachia where we work with
24 Christian college students going into coal mining
25 communities in West Virginia, Kentucky and Virginia where

1 they've been doing health surveys going door to door.

2 We're working with the West Virginia University
3 Department of Community Health, and we're just gathering
4 data, how many people have died of cancer, how many
5 people have COPD, how many people have chronic kidney
6 disease, chronic lung disease.

7 And what we found from this research is much, much
8 higher rates of cancer and lung disease in the coal
9 mining community.

10 At the end of the day, I believe God buried coal for
11 a reason. We need to leave it buried. It doesn't serve
12 anybody any good from being mined, to being transported,
13 to being shipped or to being burned.

14 And I understand there's an economic benefit for
15 some people from coal and coal mining, but economic
16 values don't trump all the other values.

17 If they did, then why don't we sell our daughters to
18 the brothels? Why don't we sell our sons to the salt
19 mines? But none of us want to live in a world where
20 economic arguments trump all the other values we care
21 for.

22 So I'd just ask that -- you know, the math doesn't
23 add up. There's no reason -- there's the benefits that
24 may come from this, the exporting coal, but they don't
25 come anywhere near compensating for the costs that are

1 being inflicted on society and our values. Thank you
2 very much.

3 THE SEATTLE RAGING GRANNIES: So we are the
4 Seattle Raging Grannies, and we are going to sing two
5 songs.

6 Oh, we're a gaggle of grannies urging you off of
7 your fannies. We're raising our voice. We want a new
8 choice, no more coal.

9 With all the money we're spending on fossil fuels
10 that are ending, we're all going broke, now scientists
11 spoke, no more coal.

12 We need a new solution to clean up land and air,
13 stop glacier dissolution and climate change despair.

14 So join these gaggle of grannies, get up off of your
15 fannies. We're telling you now, we're angry and how, no
16 more coal.

17 We really mean it, no more coal. We mean precisely
18 no more coal. We will say it very nicely, no more coal.
19 Read our lips, no more coal.

20 Close the coal plant in Centrailia, fa-la-la-la-la,
21 la-la-la-la. Solar power will never fail you,
22 fa-la-la-la-la, la-la-la-la. We have lots of greener
23 choices, fa-la-la-la-la, la-la-la-la. Stop the coal and
24 raise our voices, fa-la-la-la-la, la-la-la-la.

25 BILL REISWIG: Hello, I'm Bill Reiswig. I'm

1 a neighbor from West Seattle and a co-founder of
2 Sustainable West Seattle, a non-profit for innovative
3 ways for our neighborhood to address sustainability and
4 resilience.

5 A recent magazine of New Scientist detailed seven
6 major ways in which climate change is progressing faster
7 than scientists and the IPCC had suspected, including a
8 faster rise in sea levels, increasing extreme weather,
9 and increasing droughts, storms and floods that are
10 stronger, and our food production has been more
11 negatively impacted than they had thought.

12 We know that the massive introduction of greenhouse
13 gases into our atmosphere is driving these changes, and
14 we know the Powder River coal formation is one of the
15 largest reserves of fossil fuels left in North America,
16 estimated at 40 billion tons of coal.

17 We know that this proposed export facility will
18 export 48 million tons of coal a year. I think most of
19 the people in this room know that we can not allow this
20 to happen.

21 It's my understanding that one of the difficulties
22 in the EIS showing this is it's difficult to show that
23 any particular carbon put in the atmosphere from one
24 project resulted in any particular effect in climate
25 change.

1 But I urge the Army Corps of Engineers, the DOE and
2 Whatcom County to include in their scoping of this
3 project the cumulative effect of all these export
4 facilities, and the effect of carbon pollution on this
5 atmosphere. We have to include this in the EIS somehow.
6 Thank you.

7 WILL PRIEST: Hello, my name is Will Priest.
8 I'm 13 years old, and an 8th grader at Islander Middle
9 School on Mercer Island, Washington.

10 One of the things I love most about living in our
11 part of the world is the beautiful nature, and I love the
12 mountains because I really like to ski.

13 I also love our rivers, lakes and oceans. Just this
14 summer my family and I went kayaking in the San Juan
15 Islands. We camped on an island that would be directly
16 in the path of the huge ships that would carry coal to
17 China.

18 We loved our camp site, and it would be awful to
19 watch the huge container ships go past, or even worse to
20 know that one of these ships might have an accident
21 around those islands.

22 I come to you today because I'm worried about my
23 future. I want you to worry about it, too. As you do
24 research for the coal trains in this project, I ask that
25 you pay a whole lot of attention to the impact of coal

1 and coal trains on our future, and to the economy and the
2 future, the environment and the future, our health and
3 people in the future, and our farmlands towns and cities
4 in the future.

5 In 50 years I will be in my 60s. I may have
6 grandchildren, and I hope to not have to explain to them
7 why our leaders allow coal to be taken out of the ground
8 in Montana and put on long trains past our beautiful
9 rivers and along our Puget Sound, then shipped across the
10 ocean, will be burned and the chemicals and the coal will
11 come back across the ocean to pollute our water even
12 more.

13 Please be responsible adults. Please remember that
14 it is the future of my generation and of generations to
15 come that is most at stake. Thank you.

16 NORA CATE: Hi, my name is Nora Cate, and I'm
17 10 years old. My grandparents turned 88 years old this
18 year, and I hope to live as long as they do.

19 I'm worried that when I'm 88 years old the air won't
20 be clean, the Earth will be really warm. And there won't
21 be polar bears anymore, and we're losing all sorts of sea
22 creatures.

23 I want you to study what my life on the Earth will
24 be like in 78 years if all the tons and tons of coal that
25 will be sent from China is then all burned up. Thank

1 you.

2 UNIDENTIFIED SPEAKER: A number of the
3 effects to NEPA and SEPA that I would ask are the
4 cumulative coal dust effect to human health and air
5 quality, derailments and spill preventions response,
6 impacts to commuter rail and Amtrack service, and the
7 traffic impacts from increased mile-long train traffic,
8 especially delays to emergencies.

9 But the big one that's really important to me as a
10 climate concerned citizen is SEPA provides under climate
11 change impacts this guidance: To treat emissions as a
12 proxy for the environmental impacts that arise from those
13 emissions, and identify greenhouse emissions associated
14 with projects subject to SEPA review -- which this is --
15 proposals that will emit greenhouse contribute to
16 cumulative regional, national and global environmental
17 impacts associated with those gases.

18 Therefore, SEPA requires a lead agency to consider,
19 one, if and how greenhouse gases from a project will
20 contribute to environmental impacts.

21 And two, how those impacts could be mitigated, if
22 possible, by avoiding or reducing the levels of
23 greenhouse gas emissions.

24 So I urge each reviewer and decision maker to
25 consider for a moment the young people you love in your

1 own lives and families.

2 And with accelerating damage from climate change
3 growing worse, the only question being how fast those
4 people you love will live with the consequences of the
5 decisions of our agencies, and how will you explain those
6 decisions to them when they are adults?

7 We are not the state that exports climate change to
8 the world. This is the only planet we get.

9 VALERIE SHUBERT: My name is Valerie Shubert.
10 I live downtown, and the train tunnel runs right under my
11 house. So I'm particularly concerned about the addition
12 of any new train traffic where I live, and the risk --
13 and I want some serious assessment done of the tracks,
14 the trains.

15 And I also want a thorough geological study done
16 because I haven't been able to find any complete
17 geological studies of the downtown area, and I know a lot
18 of it's landfill.

19 And also, it might be worthwhile to coordinate with
20 the people who are trying to fix the waterfront, the
21 breakwaters and stuff, and that's basically what I had to
22 say.

23 FRED FELLEMAN: Hello, my name is Fred
24 Felleman. I have spent the past 30 years working on the
25 research conservation and photography of our endangered

1 southern resident killer whale population. I'm here as a
2 maritime consultant for friends of the Earth.

3 The application notes that the GPT project includes
4 impacting 350 acres for the Upland Terminal, including
5 162 acres of wetlands as well as a 350,000 square foot
6 wharf and trestle, not to mention tribal lands.

7 However, the most significant unavoidable ecological
8 impact is the increased risk of an oil spill due to
9 vessel traffic, resulting in the extinction of the
10 genetically unique Cherry Point herring stock, ESA listed
11 Chinook salmon, and the endangered southern resident
12 killer whale community.

13 I estimate that the GPT project will increase the
14 level of traffic through the San Juans and straits by 17
15 percent as compared to 2011.

16 Coal carriers have the worst safety record and can
17 be twice the size of tankers allowed by Magnuson, but not
18 required to have tug escorts or double hulls, despite
19 carrying up to three million gallons of toxic bunker
20 fuel.

21 I have entered into the record a 1972 article in the
22 Bellingham Herald documenting a major oil spill at ARCO
23 preceding the decline of the Cherry Point herring, and a
24 1997 article in the San Juan Journal documenting the near
25 grounding of a coal carrier on Sucia Island.

1 Just last Friday, the cape-sized coal carrier, Cape
2 Apricot, plowed through the Delta Port pier, spilling 30
3 tons of coal into former herring habitat that was
4 destroyed by the construction of the Westridge Terminal
5 and needs to be included in the discussion associated
6 with the risks posed by these notorious vessels and
7 filthy facilities.

8 For these reasons, we need a highly-credible vessel
9 risk assessment conducted by an unbiased institution like
10 the investigators from George Washington University, who
11 were called for in the settlement agreement, not Glosten
12 and Associates who now have the contract.

13 I'll be submitting comments documenting the failure
14 of SSA Marine to complete a variety of long-term studies
15 that the settlement agreement covered.

16 And we need to also consider the cumulative impacts
17 on Unimak Pass where all these terminals are going to be
18 going through, and the noise associated with these
19 vessels.

20 ERIC WILSON-WYBERG: I'm Eric Wilson-Wyberg,
21 pastor at Ballard First Lutheran church from Ballard, not
22 new Ballard, old Ballard, not doggie boutique Ballard,
23 but Haddie's Hat Ballard, and nothing is as old in old
24 Ballard as the fishing industry.

25 In fact, I'm going to have to leave shortly because

1 I'm going to be speaking to commercial fishermen this
2 evening as they celebrate the fruits of this past year's
3 season.

4 And I'm especially concerned, and our community's
5 especially concerned about acidification of the ocean and
6 hope that you'll look very thoroughly at the impact of
7 any coal on the ocean. In the north, Atlantic cod are
8 gone, and many fish in our own region are highly at risk.

9 I'm concerned that we're going to hear a lot about
10 jobs, and we've already heard a lot about jobs that will
11 be added as a result of the coal trains, but I'd like you
12 to take a strong look at the entire industry that already
13 is at risk that will be rendered much more vulnerable
14 because of coal coming through our community. Thank you.

15 ALISON LONGLEY: Hello, I'm here for this
16 opportunity to speak. My name is Alison Longley. I'm
17 from San Juan Island. I have a doctorate in biology, and
18 I've worked in a cannery and an oyster hatchery and at
19 the Friday Harbor Marine Biological Laboratory.

20 I have come to speak for the salmon. The
21 livelihoods of many of us depend on the welfare of
22 salmon, and salmon depend on us to protect their
23 environment.

24 The proposed coal terminal would be adjacent to the
25 Cherry Point aquatic reserve so designated to protect an

1 important navy ecosystem.

2 Please consider the effects of dust and runoff from
3 the coal-loading operations and from coal storage piles,
4 including the effects of shaving and release of toxins.

5 Consider, also, fuel and other pollutants released
6 during ordinary vessel operations as well as the
7 likelihood of collisions from increased vessel traffic
8 and the effect of a catastrophic fuel oil spill on marine
9 life, marine biological stations, employment and quality
10 of life in Puget Sound.

11 Please consider, also, how burning the ship's coal
12 will affect climate change, ocean acidification, the
13 environment, including salmon and shellfish industries.

14 Finally, please consider whether a decision to leave
15 the coal in the ground along with other serious actions
16 promoting sustainable energy solutions might increase the
17 willingness of other countries to work with ours to
18 prevent the worst of the catastrophes that are already
19 beginning to overtake us. Thank you very much.

20 EDWARD LACLERGUE: My name is Ed Laclergue.
21 I'm a retired primary care physician practicing in
22 Thurston County, or having practiced in Thurston County.

23 And my concerns that I want you to be sure and look
24 at in developing your EIS is primarily health concerns
25 regarding individuals.

1 There are so many things that we could work on
2 otherwise, but to try and confine them, I'm concerned
3 about the powering of the diesel fuel that comes along
4 the Columbia Gorge all the way up the coast of
5 Washington.

6 My daughter lives in Portland. My son and his wife
7 and family and his children, my grandchildren live in
8 Shoreline. They go right past there on up to Cherry
9 Point, so I'm concerned about those 18 trains, a mile and
10 a half long, the diesel fuel that's going to power that
11 going up there.

12 And there are also cardiac risks, respiratory risks,
13 and I'm also concerned about the noise pollution that's
14 going to be going on.

15 I'm concerned about emergency vehicles getting to
16 patients on an emergency 911 basis and getting back to
17 the hospital or to where they can get care. They're
18 going to have to wait for long periods of time at
19 crossings.

20 I'm concerned about the pollution that we're sending
21 to China primarily. All of that is going to be put into
22 the air. And the winds come east, and they're going to
23 come right back to us, and they're going to get us in the
24 end.

25 So it hits us in a lot of different ways. I

1 appreciate you looking at that, also. Thank you very
2 much.

3 LIZ TALLEY: Good afternoon. My name is Liz
4 Talley, and I'm a member of the Ballard community in
5 Seattle, which sits on Puget Sound, and I'm a concerned
6 citizen. The loudest, longest and heaviest trains coming
7 through Ballard are the coal trains with five to seven
8 engines per train.

9 I'm concerned about the train's ability to stop on
10 the tracks if they need to do that with that much
11 locomotion and weight. The land slides along the
12 railroad tracks in our neighborhood are very likely tied
13 to the weight and vibrations of these trains coming along
14 the coast.

15 Can you investigate for us all of the impacts
16 related to the level of diesel particulate matter and the
17 landslide concerns from train vibrations that are tied to
18 having trains with extra engines passing through our
19 area?

20 Under the current proposal of five or more engines
21 per train, so a hundred engines a day, we would be adding
22 up to 36,000 diesel engines a year, all spewing
23 particulate matter. Is that really healthy?

24 Since I live on the tracks and I'm watching the coal
25 trains pass by at this time on route to Canada, I am also

1 very concerned about coal dust coming off the top and out
2 of the bottom of the open cars.

3 I ask that you look into the cumulative effects of
4 shipping coal through our residential neighborhood. It
5 seems to me that it is unhealthy to have coal trains
6 coming through our busy vibrant city with people walking
7 near the tracks. And for homeowners like myself living
8 on the tracks, what side effects come with the
9 introduction of that much coal dust?

10 According to Burlington Northern's own study, each
11 coal car -- and there are about 125 per train -- loses
12 approximately 500 pounds of coal dust on route per trip.
13 If we had added nine loaded coal trains a day, that would
14 add up to 100,000 tons annually of coal dust.

15 What are the cumulative effects of the coal dust on
16 the Ballard community, and what impact will this have on
17 our landscape and on our groundwater that goes through
18 the tracks into adjoining Puget Sound?

19 Will our fish and oyster beds be impacted by
20 pollution from coal trains and diesel particulate matter
21 from these trains? Will some company be held responsible
22 for correcting the damage once it is done?

23 Please investigate the impacts and health risks
24 related to bringing huge quantities of coal in open
25 containers through residential neighborhoods.

1 And secondly, please investigate all the impacts of
2 diesel particulate matter coming from multiple engines
3 pulling these heavy coal trains.

4 PETE NICHOLS: Good evening. My name is Pete
5 Nichols. I'm the national director for Waterkeeper
6 Alliance, an international network, over 200 water
7 advocates across six continents, 21 countries around the
8 globe.

9 And I'm here today to request a full analysis of the
10 impacts of this project. And by the look of things, I'm
11 not the only one seeing red tonight.

12 Here in the Northwest, Lake Quandry Waterkeeper,
13 Spokane Waterkeeper, North Sound Baykeeper, Puget
14 Soundkeeper and Columbia Riverkeeper are all working
15 tirelessly to defend clean water for future generations.

16 And when threatened by precedent-setting proposals
17 such as this, these waterkeepers have risen to the
18 occasion to protect our communities and their waterways
19 from toxic pollution from coal extraction and transport
20 and consumption.

21 In today's global community, these waterkeepers are
22 not alone. Today they're standing with waterkeepers in
23 China and India, who do not want new sources of cheap
24 coal to increase their nations' reliance on this
25 antiquated fossil fuel and impede their efforts toward

1 more efficiency and renewal investment.

2 They're standing with waterkeepers throughout the
3 west who do not want the health of their children to be
4 compromised by mercury and other airborne contaminants
5 traveling over the Pacific from Asia, nor do they want
6 the air ripped out of their children's lungs by an
7 industry that places the cost of their polluting
8 short-term gains over the health of our children.

9 Today these waterkeepers are standing with nearly
10 200 waterkeepers on six continents, who are seeing
11 firsthand the growing impacts of human-induced
12 catastrophe that fossil fuel industries are creating.

13 I believe it is the moral and legal obligation of
14 the Army Corps to analyze thoroughly the impacts of this
15 proposal, and I'm here today to say that Waterkeeper
16 Alliance will utilize all of its resources to ensure that
17 this or any project of this nature protects our families,
18 our communities and environment. Thank you.

19 CHRIS WILKE: Hi, I'm Chris Wilke, your Puget
20 Soundkeeper. I'm here today representing more than 3,000
21 members, volunteers and supporters of Puget Soundkeeper
22 Alliance. We're concerned about water quality and our
23 acidifying waters.

24 We're opposed to this terminal, and we're opposed to
25 any expansion of coal export or coal burning from the

1 U.S., but we know you're not asking for an up or down
2 vote today.

3 We actually don't have a democratic process to
4 determine whether or not this is a good idea even at the
5 end of the warmest year in history, even after the
6 largest melting of the Greenland ice sheet, and even
7 after one of the largest and most expensive storms ever.

8 We're here today to discuss a very simple concept,
9 whether the proposed Gateway Pacific Coal Terminal should
10 prepare a broader environmental impact statement that
11 would consider not only the terminal itself, but the
12 entire supply stream, waste stream and other impacts of
13 this massive project.

14 And even bigger still, whether it is appropriate to
15 consider the overall job-killing impacts of all five
16 proposed coal terminals and their significant force on
17 global climate change, sea level rise and ocean
18 acidification.

19 Just today, Jane Lubchenko, NOAA administrator, said
20 we had better get ready for more monster storms like
21 Superstorm Sandy. I paraphrase, but the monster metaphor
22 is mine, but we say perhaps it's time to stop feeding the
23 monster.

24 54 million tons of coal shipped overseas is feeding
25 the monster. Even the coal that will spill along the way

1 is feeding another sort of monster as we pollute our
2 waterways with toxic coal dust full of brain-numbing
3 mercury and cancerous polycyclic aromatic hydrocarbons.

4 We're here today to give the Army Corps of
5 Engineers, the State of Washington and their hired
6 consultants permission to study all these impacts. In
7 fact, we believe you could come to no other conclusion
8 given the sheer magnitude of this project and the rising
9 tide against it.

10 Don't make Washington subsidize our own destruction
11 by shipping, breathing and eating the very instrument of
12 our own demise. We vote no, but you must consider the
13 entire impact, and you must include an analysis of the
14 benefits of no action at all. Thank you.

15 JON PADDOCK: I'm Jon Paddock. I live in
16 Magnolia. I agree with everything that has been said
17 previously, but I'm saying that if for some chance we
18 don't succeed, I think we need to have requirements in
19 place that they will -- that the Army Corps and the other
20 people will enforce.

21 First, it would be nice if Burlington Northern would
22 electrify the route that they're going to use to bring
23 the coal trains through. It's a simple thing. It's done
24 in Europe. It's silly that it can't be done here, and
25 electricity is cheap. They should think about that.

1 Secondly, if they have to load it into ships, we
2 should insist that they are double-hulled ships, not just
3 the usual type of cheap ships that people pick up and
4 use.

5 And if they are going to use ships, they should be
6 monitored out through the straits so that they will not
7 cause accidents.

8 Third, if they're going to load these ships, they
9 should make design sheds that are airtight reasonably so
10 the dust doesn't fly all over the place.

11 And I think that this is an engineering problem that
12 could be easily solved. It would cost more money, but,
13 gee, we're giving them a bargain anyway.

14 So I think that it would be nice if they would -- we
15 have requirements that they adopt and enforce for us if
16 we can't succeed and stop it. Thank you.

17 TIM NOOSE: Hello, my name is Tim Noose. I'm
18 a board member of Earth Ministry. I'm the chair of the
19 34th Legislative District of Democrats, and I'm the
20 energy and sustainability manager at REI.

21 And I've got a lot of brothers and sisters that have
22 great shirts on tonight, and I know this is a very, very
23 complex issue. And I know it's really easy to consider
24 only the simple things to measure with this EIS.

25 It's easy to only consider the terminal that they'll

1 be building up north, but there is a far deeper moral,
2 social and economic reason to consider all the impacts of
3 this project.

4 I think we need to consider the scars that this
5 train will put through small towns and those communities
6 as they're bisected multiple times a day by trains that
7 are over a mile long.

8 I think we need to consider the scars on kids' lungs
9 that are running around innocently, playing outside
10 getting asthma from the coal dust.

11 I think we need to consider the salmon impacts, the
12 fishermen and the tribes who we have a legal obligation
13 to, and I think we need to consider the marine impacts
14 here in Puget Sound and across the globe.

15 But most importantly, I think we have a moral
16 obligation to consider climate change. It's a fact that
17 this is the biggest deposit of coal in the world. It's a
18 fact that Asia is the biggest market in the world.

19 And we know that if we build this terminal, that
20 coal will get burned. We also know that if we don't
21 build this terminal, that coal will not get burned.

22 Therefore, not only is this a direct impact on
23 climate change, it's the only contributor of these
24 emissions, and I urge you to consider it. Thank you.

25 ERIC OLSEN: Hello, my name is Eric Olsen,

1 and I'm a commercial fisherman from the Seattle area. I
2 have a fishing vessel, and we use that vessel to travel
3 to fish in the gulf of Alaska and off the coast of
4 Washington for halibut and black cod. And we moor the
5 boat in Seattle, and I employ a crew of six.

6 And I'm concerned with the addition of possibly 950
7 coal ships to already crowded waterways and shipping
8 lanes that we use to navigate back and forth to our
9 fishing grounds.

10 As a vessel owner, I have a lot of concerns, but my
11 two major concerns are, No. 1, the safety of our crew;
12 and No. 2, the long-term health of our fishery resource
13 and the marine environment that we depend on.

14 So my question for you would be would adding an
15 additional 950 large ships to our already crowded
16 waterways increase our collision rates?

17 And if so, would that increase our chances of a
18 catastrophic event such as an oil or coal spill like we
19 witnessed in Prince William Sound 23 years ago? I know
20 fishermen there that are still suffering from the effects
21 of that spill. And more importantly, would it put our
22 crews in jeopardy from a collision?

23 So I would urge you to study the impacts that such
24 an event would have on our livelihoods, our safety and
25 our marine environment. Thank you.

1 GINNY BURGER: Hello, my name is Ginny
2 Burger. I'm here as a grandma, and I want to thank you.
3 This is an arduous task for you, and I appreciate you
4 listening to all of us. And I've seen you taking notes,
5 and I appreciate that very much.

6 I'd like to tell you that two days ago I was walking
7 home with my grandson. It was more than a mile. It was
8 drizzling rain. We were coming home from school because
9 their parents don't believe in driving a mile because we
10 are so concerned about global climate change.

11 I was very cold, and that 8-year-old started talking
12 about his concern about polar bears, and it breaks my
13 heart to think that my grandchildren are carrying this
14 burden at 8 years old of global climate change.

15 I started to think about the hymn For the Beauty of
16 the Earth that all of you know, and I heard in my head
17 these words: For the health of our dear planet, for blue
18 skies, clean air, cool seas, for our children's
19 children's children and power renewable energy.

20 Let's get to work, build solar, build wind for
21 climate stability. Let's begin. And I asked Rosy to
22 sing it for you.

23 For the health of our dear planet, blue skies, clean
24 air, cool seas. For our children's children children,
25 and power renewable energy. Let's get to work, build

1 solar, build wind, build climate stability. Let's begin.

2 Please consider that we can be leaders of renewable
3 technologies, and that your decisions can lift the burden
4 of climate health.

5 PETER KNUTSON: My name is Pete Knutson. For
6 the last four years I've been a salmon fisherman in
7 southeast Alaska and Puget Sound.

8 Our boats at Fisherman's Terminal support processing
9 workers, welders, technicians, shipwrights and
10 craftspeople in many, many fields.

11 My family's fish feed the people in King County at
12 many farmer's markets. Anyone who claims that this
13 massive coal project is about jobs had better learn how
14 to subtract.

15 There are 15,000 family wage incomes generated from
16 the Seattle-based fishing industry according to a Port of
17 Seattle economic study, and we're just one coastal region
18 on a Pacific rim that runs from California to Korea.

19 All these marine livelihoods will be jeopardized in
20 this country as the oceans rapidly acidify due to the
21 burning of fossil fuels.

22 Coal trains through downtown Seattle, rail
23 interference with the Ballard locks, coal dust in our
24 communities, these impacts will certainly degrade the
25 quality of our local economy and our health.

1 But the deadliest catch of all is ocean
2 acidification. About 30 percent of the carbon dioxide
3 generated from fossil fuel burning is absorbed by the
4 Earth's oceans, which then become more acidic. We are
5 already seeing impacts on shellfish and oyster failures
6 in Puget Sound, impacts now recognized in the scientific
7 literature and being studied by NOAA.

8 North Pacific salmon eat huge quantities of a
9 microscopic floating mollusk called a pteropod, also
10 known as a sea butterfly. It has a shell, which is
11 vulnerable to ocean acidification. It essentially melts
12 in the context of acid water.

13 If we lose the pteropod, we endanger the salmon,
14 which feeds orca, bear, human and a whole living web of
15 the world that we depend on in the North Pacific rim.

16 As we plan for future generations, let's bear in
17 mind that our job is not necessarily a livelihood.
18 There's a qualitative difference between a job based on a
19 one-time exploitation of fossil fuel and a livelihood
20 based on the sustainable harvest of renewable resource.

21 If we look at the consequences of this coal proposal
22 from the broadest possible perspective, the only moral
23 option is to reject it.

24 BILL OLSEN: My name is Bill Olsen, and I'm
25 just a citizen, but I do produce a cable show. And I

1 fortunately have had two guests, and we've publicized the
2 threat of coal trains. And I want to use that term,
3 threat of coal trains.

4 I'm, frankly, dismayed that we're at this point
5 where we are opposing coal trains coming to our pristine
6 Northwest and turning it into Appalachia. Why?

7 It's a dying industry, coal. It's a last gasp
8 through our corridor, Seattle, on its way to China, and
9 it will come back to us, by the way. They've already
10 documented that that pollution will come back.

11 Has anybody thought of the soccer mom, and those
12 railroad crossings that they won't cross? And that goes
13 for all the businesses as well.

14 There's going to be enormous impact of people
15 stopped at railroad crossings for two hours a day.
16 People are going to give up on the Northwest. It's just
17 not going to be viable to do business here if you're
18 waiting on a train.

19 In fact, what about emergency vehicles? Your house
20 may burn down because of a coal train. You may not get
21 to the hospital to deliver your baby. Those coal trains
22 are not going to heed your emergency, and sometimes they
23 back up and sometimes they derail.

24 There has been no information given to us about
25 derailment, and for good reason. They don't want you to

1 know. And to stop derailment, if we have that many
2 trains coming through our corridor, those rail beds are
3 not appropriate for that much train traffic.

4 Somebody has to pay for it, and it's not going to be
5 industry. You need to look into that because it's going
6 to come out of our budgets.

7 We already have a 1.9 billion dollar state budget,
8 and the state would be obligated to fix some of those
9 rail crossings. Who pays? You do.

10 RICHARD REESE: My name is Richard Reese.
11 I'm a resident of Bellingham. I have a 12-year-old
12 niece. I'm specifically concerned and would like you to
13 study the effects of the trains as they cross through
14 open lands. There's a lot of open range land that the
15 train crosses through before it even gets to the city.

16 My concern, then, is -- and I ask that you
17 specifically study the effects of not only the pollutants
18 of the coal train, the diesel fuel, exhaust, the coal
19 dust, but also the effects of the rumbling, the
20 vibrations that the train causes on livestock, and
21 specifically also dairy animals.

22 I know that a sharp train whistle at the wrong time
23 of the evening can put a cow off its milk, so those are
24 the kind of things that I would like you to specifically
25 study regarding that.

1 Regarding the jobs issue, we need the skills that
2 these jobs represent to build the future. As the
3 grandmother said here a little bit, let's get to work.
4 Let's get to work building a clean energy future. We
5 need the skills represented. Don't sense at all that
6 there's no jobs coming forward.

7 In fact, the jobs that the coal terminal promises
8 are temporary, basically. They're a short-term solution
9 with an end in sight. Let's build jobs into the future
10 to build a clean energy future. Thank you.

11 JOHN CAMPBELL: My name is John Campbell.
12 I'm from the Tulalip Tribe. I'm expressing my own
13 opinion.

14 It really scares me and concerns me that these
15 trains pass by or over all the major rivers in the state
16 and the Puget Sound. It's really -- you know, and they
17 keep talking about all this coal dust sprinkling out.

18 The other thing is I grew up in Tacoma, and we
19 heated with coal when I was a child. And we got into
20 these coal bins, and that coal stinks, you know.

21 And when after the trains leave all that coal dust
22 next to the tracks, on the tracks, it's going to start
23 spreading, and it's going to smell. And people in the
24 neighborhoods are going to smell it, and it's not a good
25 thing. Thank you.

1 BENJAMIN CONWAY: Hello, everybody. I'm
2 Benjamin Conway. I'm a recently returned Peace Corps
3 volunteer, and I'm speaking on behalf of my village in
4 West Africa.

5 And I just wanted to -- in speaking with my friends
6 and the people I spent two years with over there, all of
7 them are mostly subsistence farmers who rely on regular
8 seasons, regular rainfall, and who are -- these are the
9 people who are going to be affected most by global
10 climate change.

11 And I'd just like all of us to consider the impacts
12 this coal export terminal will have on hundreds of
13 millions of subsistence farmers all over the world.

14 When it comes down to it, anyone in the audience
15 making probably over \$35,000 after taxes is the 1 percent
16 worldwide. So, you know, we need to remember those who
17 are in more dire conditions than us. Thank you.

18 ERIN CONWAY: Hello, my name is Erin Conway,
19 and I'm a native and resident of Seattle, but I grew up
20 in Anacortes, Washington, which as you may or may not
21 know is a town that for a long time depended greatly on
22 the salmon fishing industry. As the salmon populations
23 have declined, the jobs in Anacortes have also declined.

24 And I'm also here speaking on behalf of my unborn
25 son that I'm carrying right now. I would really like you

1 to consider the impact on his job opportunities in the
2 future if this project goes through.

3 These coal jobs are literally dead end jobs. His
4 health will be impacted. The chances of him being able
5 to be a fisherman or to work in the recreational
6 industries in Washington, which are so valuable to our
7 economy, will go down and down.

8 We are going to get this pollution not only from the
9 diesel, the particulate matter that is coming through on
10 these trains, the coal dust, but we'll also get impacts
11 from China coming back to us. It would be better if this
12 coal were burned in Wyoming than if it were to be burned
13 in China.

14 And so I would like you to consider not only the
15 impact on his job opportunities in the future, but also
16 his health and my health.

17 There are -- because of the mercury from coal power
18 plants -- I would love to be able to give him fish every
19 day, but there are so few fish that I can even eat as a
20 pregnant woman because the mercury content in our seafood
21 is so high, so I would like you to consider that impact
22 as well.

23 There are so many impacts, and I would like to
24 second everything that has been said here today in terms
25 of the impact on our climate. I think we all know what

1 is coming down the road. You know, 99 percent of
2 scientists agree. Thank you.

3 INGE WILLIAMS: My name is Inge Williams. I
4 stand here as a person who is studying to be a pastor in
5 the Lutheran tradition. I stand here today as a person
6 of faith, who cares deeply about the environment because
7 this is the creation that God made, because the Earth is
8 sacred.

9 And we stand here as creatures of God, and we ask
10 what this coal export terminal will do, not only for us
11 as people, but also for God's creation.

12 And as a person of faith, I'd ask that you look into
13 the impacts that this has on water. Look into the impact
14 that it has on the salmon, who are so sacred to the
15 communities of the Northwest.

16 The Holy Spirit in the Keltic tradition was often
17 depicted as a salmon, who in great intuition would come
18 back to the spot where they were born in the first place.

19 So as someone who prays each morning to the God who
20 created Heaven and Earth, I ask you to look into the
21 impact that this will have on future generations, and
22 also to ask the question about climate change because the
23 people in this room know sitting here that if we continue
24 to burn fossil fuels, it's suicide for us as humans and
25 also for the entire Earth.

1 And it is not sustainable to burn coal, and I'd also
2 call this committee to investigate renewable resources,
3 and that we would with this hearing show that the U.S. is
4 committed to energy that will actually be there for our
5 children, and not only for short-term economic profit.
6 Thank you.

7 McKAYLA MOTTENGAUVERN: Hi, my name is
8 McKayla Mottengauvern, and I am speaking today as a
9 person of faith. I strongly believe that this is a moral
10 issue.

11 And I'm also speaking as a student. I'm applying to
12 nursing school because I hope to commit my time and
13 energy to advocating for human and environmental health.

14 I'd like to ask that in the scope of the Cherry
15 Point environmental impact study you please consider the
16 combined effect of the five proposed coal export
17 terminals.

18 I ask that the scope be area wide. Please consider
19 all five proposals together rather than reviewing each
20 separately.

21 I ask that you consider the effect on human health
22 from coal dust, coal burning, coal particles in our water
23 supply. I ask that you consider the effects of the coal
24 dust on local agriculture, including dairies and
25 livestock.

1 I ask that you consider the effects on herring,
2 salmon, traditional Lumi fishing and crabbing grounds as
3 well as the livelihoods of commercial fishermen as we've
4 heard from today.

5 And finally, I'd like to ask that you consider the
6 effect on oceangoing vessels in the straits. Thank you
7 for your time and consideration.

8 MIKE DENSMORE: Hello, I am Mike Densmore.
9 I'm primarily here as a father. I'm also a supervisor at
10 a 911 center in King County, and member of the Green
11 Party of Washington State.

12 As a kid, I played at Sunnyside Beach in Steilacoom.
13 My daughter now plays at Golden Gardens here in Seattle,
14 and train tracks, as many people know, run right by those
15 beaches.

16 I would like to know the effect of coal dust on
17 young children's lungs as they're playing at such parks,
18 how much coal comes out of the rail cars as they pass by
19 those beaches, and how that affects children.

20 As a few people have mentioned, emergency services
21 will be delayed by trains going by. That already happens
22 on a daily basis. I want to know how much that will
23 increase, how much an aid car or a medic unit is delayed
24 by a mile-long coal train going through communities, and
25 how much effect that will have on our communities.

1 Right now King County has the highest witnessed
2 cardiac arrest survival rate in the country. It's at
3 about 55 percent compared to a place like New York. It's
4 5 percent. And do we want to sacrifice that for coal?
5 Do we want to sacrifice lives for money? Thank you.

6 NICOLE GRANT: Thank you for taking testimony
7 today. My name is Nicole Grant. I'm the executive
8 director of the certified electrical workers of
9 Washington, which represents 15,000 electricians in
10 Washington State.

11 And I'm here today in support of the Gateway Pacific
12 Terminal. The reason our organization supports the
13 creation of this terminal is because we see it as an
14 important opportunity to create construction jobs, and to
15 create long-term jobs on the waterfront and in the
16 railroad industry.

17 We feel it's important to bring these kinds of
18 careers to communities that have languished with
19 unemployment rates in our industries between 30 and 45
20 percent over the last three years.

21 And we believe that people in these communities
22 having access to quality employment will ultimately give
23 us the opportunity to have the kind of strong families
24 and education that leads to innovations and energy.

25 We know right now that 45 percent of the power

1 generated in the world is generated from coal. Our
2 society relies very strongly on coal. And our
3 electricians would be just as happy to install solar and
4 wind, but at this time that's a minority of how power is
5 generated in the world.

6 Looking forward to a day when Cherry Point is used
7 to export grain exclusively, but till then this is an
8 opportunity to create jobs and to use modern technology
9 to make sure that the coal coming out of North America is
10 being handled in the safest way for the environment as
11 well. Thanks.

12 JEFF JOHNSON: Thank you very much. For the
13 record, my name is Jeff Johnson. I'm President of the
14 Washington Labor Council, AFL-CIO. And on behalf of the
15 council and our over 400,000 union members in the State
16 of Washington, I want to go on record as supporting the
17 Gateway Pacific Terminal project, bulk commodity
18 terminal.

19 I'd also like to express our support for a
20 site-specific EIS process for Gateway rather than a
21 programmatic EIS that considers potential other
22 terminals. We have no position on those other terminals.
23 And I want to thank you. This is a very complex issue.
24 You have a tough job in front of you.

25 Over the past two years, we've had extensive

1 discussions internally in the labor movement in this
2 state. We've come to the conclusion that building of
3 Gateway is in the best economic interests of Whatcom
4 County, and the project meets or exceeds our state's
5 environmental standards.

6 Gateway is a final piece in the Cherry Point
7 industrial zone, which already includes a refinery and a
8 smelter. Construction of Gateway will create about 4,000
9 jobs during the construction phase, and about a thousand
10 permanent jobs long term.

11 More importantly, it will help stop an industrial
12 decline in that county, which has lost 30 percent of its
13 industrial base over the last 20 years.

14 It will also increase revenue collections much
15 needed at the local county level as well as state level.
16 We're still trying to recover from this great recession
17 we're in, and we're taking a real hit on social services.

18 We also believe that Gateway meets or exceeds our
19 state's environmental standards. It's a very unique
20 geological formation up there with deep water, low bank,
21 no dredging necessary. We think it's a state-of-the-art
22 type of environmental program.

23 Thank you very much for this opportunity and good
24 luck.

25 ROBERT WHITLOCK: Hi, good afternoon, good

1 evening. My name is Robert Whitlock. I'm from Olympia,
2 Washington, and I'm a concerned citizen.

3 I think that jobs are great and everyone should have
4 a good job that is meaningful, and that shouldn't involve
5 polluting the planet and endangering the well-being of
6 life anywhere.

7 And so I think that it's possible that the people in
8 the green shirts here and the people in the red shirts
9 really have a fundamental common interest here, and
10 that's living good lives.

11 And so I would encourage everyone here to talk with
12 each other, ask who's really benefitting from this
13 proposed coal terminal? You know, is it people who are
14 going to be in a difficult job?

15 You know, look at the history of coal mining. Look
16 at the problems that we're experiencing now with labor
17 and mechanization and loss of jobs due to mechanization.

18 Look at -- you know, coal is dirty. It causes all
19 sorts of diseases, and there's got to be a better way
20 here to move forward, and people have talked about all
21 those ways.

22 It's about renewable energy. It's about having jobs
23 for everyone that don't pollute the water, that don't
24 endanger bio diversity.

25 I don't know what else there is to say except, you

1 know, when you're looking at this, please consider the
2 impacts on everyone, consider that you have a job to
3 serve the common interest, which is not the interest of
4 the people who stand to make the most money by this.

5 ALISON OSTER: Hi, my name's Alison Oster. I
6 didn't have a chance to prepare a very elegant statement,
7 but I agree with the previous red shirt speakers who have
8 spoken very eloquently tonight.

9 I am a member of Interpreters United, the Washington
10 Federation of State Employees. I'm a proud union member,
11 and I just wanted to say I really feel for those who need
12 jobs out there.

13 The economy's bad, and that's the reason I want to
14 see people working in good jobs, clean jobs. I don't
15 want workers who are going to have to be around coal
16 trains inhaling coal dust eight hours a day.

17 I think we should demand of coal companies that they
18 stop pumping out these jobs to workers, making them think
19 this is the only opportunity in a short-term industry
20 when there's a lot more potential out there.

21 This is why we need to demand better. The lady who
22 spoke before was right. Clean energy is the minority
23 right now, and that's wrong. That's why we all need to
24 demand more clean energy jobs, more clean energy being
25 exported to other countries.

1 We should be the leader in this. I believe China's
2 already getting ahead of us in this. So I think we
3 should all demand from the coal companies and fossil fuel
4 companies that they provide better jobs, not these
5 remnants in coal jobs, and we should all work together
6 and not against each other. Thank you.

7 CHLOE DAVENPORT: Hi, my name's Chloe
8 Davenport. I teach dance to children here in Seattle and
9 in the Mountlake Terrace neighborhood.

10 I've met thousands of children, preschool
11 kindergartners mostly, and we do a lot of heavy
12 breathing. We jump up and down. We run, and we play,
13 and I'm really concerned for their health with all the
14 coal dust that comes through with trains.

15 I really want to know that they'll have the
16 potential to continue dancing into their 80s, like I hope
17 to do.

18 One thing that I've been listening to here are lots
19 of great recommendations, but I haven't heard anything
20 about what will happen at the site that the coal is
21 mined.

22 Could you please also research what kind of
23 environmental impact occurs at the site of the coal mine
24 itself? We've talked about the railroads and the ocean
25 and the air and water. How is that all affected at the

1 coal mine? Thank you.

2 UNIDENTIFIED SPEAKER: Hello. Hi, you guys.
3 Thank you for letting us speak, and I really appreciate
4 that. You know, I value this process as part of coming
5 to a rational conclusion. And to do this, I request that
6 when you're looking at the significant and cumulative
7 impacts of human health, environmental health and
8 economic health, that you encompass, consider and
9 reconcile the best national, regional and international
10 standards.

11 Look out from Seattle, see what Europeans,
12 Australians and New Zealand is doing. Look at what other
13 people in the world have done with similar problems, that
14 is, when you scope air pollution or noise pollution or
15 job creation or any of the issues that have been brought
16 up today, please put the questions in the context of best
17 practice, of best standards.

18 Do not just tell me how many jobs can be gained from
19 shipping coal. Please tell me how many will be lost if
20 there is an accident. Tell us how many jobs could be
21 created if we pursued the energies of the 21st Century,
22 not the 19th Century. Thank you very much.

23 BRIAN STAFFORD: My name is Brian Stafford.
24 I have a large family. We have a home on Fidalgo Island.
25 I have 12 grandchildren, and they love visiting.

1 They are not going to love visiting when they come
2 to a railroad crossing and sit, and neither will their
3 parents when they're driving them there.

4 It's just a bad idea to be shipping 19th Century
5 smog to China. They've got a huge problem already. We
6 have all read about it. This is going to make it worse,
7 not better.

8 So I urge you to study the amount of hours wasted
9 sitting at crossings, the number of businesses completely
10 wrecked by sealing off communities like Fir Island and
11 Conway and Anacortes. It's just a bad idea. Thanks.

12 JANICE TUFFTEY: Good afternoon. My name is
13 Janice Tufftey. In 1965 my father passed away. I was a
14 child, and my mother -- my aunt and uncle asked my mother
15 if we would like to move to Kansas.

16 As a child growing up in Edmonds, I thought this was
17 hideous. I loved the mountains, the water. We saw orca
18 playing. We, of course, voted no. But, unfortunately, I
19 don't have any red shoes I can wear today, but the wicked
20 witch of the west has arrived.

21 We have many jobs that will be brought here from the
22 coal terminal, more respiratory therapists. We'll have
23 multiple pharmaceutical companies. We'll have fish farms
24 and fish farmers.

25 We also will have high-paid consultants for

1 discoveries and for strategic changes for why the trees
2 are dying, for why the ocean is changing, for the erosion
3 of our hills that already are having problems and
4 multiple other expenses, so there will be quite a few
5 jobs. I agree.

6 I am a person of faith. I am a Muslim. And in
7 Islam, we believe that we are the caretakers of the
8 Earth. There was a choice between the angels and the
9 animals and the humans, who would take care of the Earth
10 -- this is a story in Islam -- and the humans were stupid
11 enough to say we would take care of the Earth.

12 And, unfortunately, this is what we're facing today,
13 so many tragedies that we have to deal with, but we have
14 a voice to use.

15 I am a Muslim, and I believe in taking care of the
16 Earth, and this whole situation makes me cry. It is our
17 sacred Earth, and it is our sacred duty to take care of
18 it. Thank you.

19 DEVON McDONALD: Thank you for having this
20 today. I hope this -- pray that this turns out to be
21 more than just a venting process. My name is Devon
22 McDonald. I live just up in Carkeek Park in North
23 Seattle.

24 I'm just a few blocks away from where these coal
25 trains are going to be passing. And I actually saw one

1 the other day, but I can't imagine 18 a day going by.

2 I'm going to go over a few facts, and then go into
3 my alternatives, and those will be mostly directed to
4 people in this room as well as what I'd like you to
5 actually investigate.

6 One fact is that 200 species a day are currently
7 going extinct due to climate change and ecological
8 degradation caused by private profiteers, who are -- just
9 like they are here -- wrecking havoc on the Earth and its
10 population.

11 Fact, there is only going to be a temporary gain of
12 4,000 jobs during construction alone, and after that only
13 1,200 jobs permanently while the damage will be permanent
14 and irrevocable unless there is a huge investment and
15 social movement to stop it.

16 Fact, coal is the dirtiest energy resource in
17 existence, and it should have been phased out 20 years
18 ago.

19 Fact, my entire life people have been telling me
20 that doom is coming, and all that I have seen done about
21 it is political repression by private interests and
22 funding to silence scientists and activists, who are
23 desperate to save us all from further destruction,
24 pollution and species extinction.

25 The jobs versus environment argument is a false

1 dichotomy. We can't have both, and we must demand it
2 from our state. There is money for other jobs. It's
3 called taxing the rich. And we have lots of rich people
4 here, so let's do that instead.

5 Fact, our current Washington terminals have refused
6 coal exports, which is why a private company owned by
7 people in Goldman Sachs and other 1 percent types are now
8 looking to create new ones because we've already refused
9 this because we know it is not in our local interest.

10 What I would like you to investigate is what the
11 local community benefits of this project will be besides
12 the jobs. I'm sorry, this is too important.

13 Alternatives include to tax the rich in Washington
14 State and provide green jobs in export. We, the people,
15 must cease production of our own energy economy, and we
16 must also chain ourselves to itself if it requires to be
17 so. Thank you.

18 SHAHRAIM CHARLES ALLEN: Good afternoon. My
19 name is Shahraim Charles Allen, and I am chairman of the
20 Washington State Legislative Board serving as
21 representative for the Brotherhood of Locomotive
22 Engineers and Trainmen. I represent over 700 members
23 here in Washington state with an interest in the Gateway
24 Pacific Terminal project.

25 The Washington State Legislative Board is mindful of

1 established procedures and precedent. We expect a
2 thorough environmental review to take place within the
3 scope of the Gateway Pacific Terminal project.

4 There are established procedures under the National
5 Environmental Protection Act, NEPA, State Environmental
6 Protection Act, SEPA, and through the Washington State
7 Department of Ecology that is a regulatory authority over
8 wetlands for properly evaluating the Gateway Pacific
9 Terminal project.

10 Should the Cherry Point site be scrutinized?
11 Absolutely. Should the impact on the waterways in Puget
12 Sound be studied? Without a doubt. Should the impacts
13 along the Custer Rail Spur be considered? Yes, they
14 should, but that is where the scope of the study should
15 end.

16 Some are suggesting main line rail routes from
17 Cherry Point to the Powder River basin be studied under a
18 programmatic environmental impact study.

19 The Washington Legislative Board respectfully
20 disagrees with this view, the reason being most rail line
21 routes on the northern corridor were established in the
22 1800s and are governed under existing interstate commerce
23 law.

24 Over the years, the railroads have made the
25 improvements needed to accommodate interstate rail

1 traffic. Trying to apply the programmatic stamp to the
2 existing main line rail infrastructure accomplishes
3 nothing other than clogging the court with frivolous
4 litigation and delaying a sound NEPA/SEPA process that
5 already ensures a thorough review.

6 My fellow Washingtonians, I believe it is in our
7 best interest to take full advantage of the opportunity
8 set before us, which will provide jobs and further
9 strengthen our state's economy.

10 Please use the NEPA and SEPA processes already in
11 place to evaluate the merits of the Gateway Pacific
12 Terminal project proposal. Thank you, Shahraim Charles
13 Allen, Chairman.

14 SARAH: Hello, my name is Sarah, and I am a
15 nurse, and a volunteer with Socialist Alternative, and
16 I'm originally from Montana.

17 And I think that we're here today because big
18 business doesn't have enough money. They want to suck
19 more money out of us, and the way that they're doing that
20 is by sewing divisions between the labor movement,
21 between working people and environmentalists.

22 As a union member, as a nurse, I don't recall ever
23 voting on the Labor Council's stance on this particular
24 question.

25 So we need not fall prey to this. We need to join

1 together the masses that both of us represent and fight
2 against this project.

3 Since they're not letting us vote on it, we need to
4 vote with our feet. We need to get out and take a note
5 from the Occupy Movement and occupy the rails, occupy the
6 ports and put a stop to this with our bodies.

7 We need to bring these corporations into democratic
8 control. We need to make them work for us because we
9 can't reform them in the way they are. Taxing them isn't
10 going to be enough. We need to make them work for us.
11 Thank you.

12 NORM CONRAD: Good evening. My name is Norm
13 Conrad. I live in Greenwood neighborhood. My family
14 lives within spitting distance of the railroad tracks.

15 And even though I am involuntary retired, having had
16 my job disappear during the recent great recession, I am
17 not prepared to accept a job that is going to do serious
18 health damage to my family, my neighbors, my friends. As
19 much as I would love to have a new job, I don't need one
20 that badly.

21 What I specifically would like you to consider in
22 your deliberations is what effect either the coal dust,
23 the slurry that is poured on top of the coal trains as it
24 is blown off the trains, what its effect will be on
25 people's health, lungs, my daughter and her children.

1 Thank you.

2 LARRY BROWN: For the record, my name's Larry
3 Brown. I'm a political director for the Washington
4 Machinists Council, representing over 45,000 workers in
5 the State of Washington working in the shipyards,
6 aerospace, ports, railway, maintenance and other
7 vocations.

8 We support the Gateway project because of the jobs
9 that will be created, good living wage jobs that will
10 provide revenue to our local governments, our state
11 government, our schools and charitable organizations.

12 The Machinists Union knows how important it is to
13 our region for these jobs, but it's also important to our
14 nation. Currently, we have a huge trade deficit with
15 China, and exports are vitally important for our nation.

16 We continue to buy products from China and -- and I
17 really appreciate the respect that we're getting here
18 with the crowd. Anyway, we continue to have a trade
19 deficit with China.

20 China is -- I think it's ironic that while they are
21 using coal and burning coal, they are producing the
22 technology for clean energy manufacturing.

23 And this is something that we should be doing in our
24 economy is to make sure that we have good jobs that will
25 support basic research in these areas.

1 I also want to say there's one other thing that we
2 should take advantage of, and that is we currently have
3 infrastructure problems related to rail and car and
4 freight traffic. And we should use this as a revenue
5 stream to invest in the infrastructure, grade separation,
6 overpasses.

7 We did that before in the Northwest Rail Project in
8 the high-speed rail corridor, and we should do that again
9 here. Thank you very much.

10 MARY LOU DICKERSON: Hello, everyone. I'm
11 State Representative Mary Lou Dickerson from the 36th
12 District. I represent 140,000 people, Belltown,
13 Greenwood, Greenlake, Ballard and the Queen Anne
14 communities.

15 So these are people who have been talking to me
16 about the coal trains issue as you can imagine, so I'd
17 like to talk about the adverse impacts of the coal
18 trains, specifically about adverse impacts on
19 transportation.

20 You know, Mayor McGinn spoke in the other room. And
21 Seattle has done a study, and it looks like there will be
22 traffic at a standstill because of the trains from one to
23 three hours a day in this very urban area. That's a big
24 problem.

25 It's also a big problem because we have built

1 something called the tunnel, or we're building it to
2 replace the viaduct, and part of all of that is using
3 Alaska Way to deal with the traffic that can't get
4 through the tunnel that will replace the viaduct. That's
5 the area where the coal trains will be, big, big problem.

6 I've also heard from my constituents about health
7 impacts, adverse health impacts. They are very
8 concerned.

9 We've heard here today about increased jobs. We
10 should support the coal trains because of increased jobs.
11 And I would say that increased jobs and profits for a few
12 are not a good tradeoff for the impact on health, the
13 impact on transportation and the impact on climate
14 change. It's a bad deal, and you should just say no.
15 Thank you.

16 BROCK GALE: My name is Brock Gale. I live
17 on the north fork of the Skycomish River. I'm on the
18 steering committee of Washington Interfaith Power and
19 Light, and I'm a member of the congregation Bethon, and
20 recent past president of Washington Wild.

21 Ladies and Gentlemen, I'd like to share that I
22 believe we are destroying the Garden of Eden, and I'd
23 like to share a dirge from our tradition, our Jewish
24 tradition.

25 I urge you, Ladies and Gentlemen, to look at the

1 impacts.

2 LOUISE STONINGTON: My name is Louise
3 Stonington. I'm a member of Citizens Climate Lobby. As
4 part of the environmental impact statement for the
5 proposed coal terminal, please include data detailing the
6 results of shipping and burning of coal on climate, human
7 health, the environment and the economy.

8 Building the terminal to ship coal will result in an
9 increase in global warming. Emissions from burning and
10 shipping fossil fuel are killing five million people now
11 according to the DARA vulnerability monitor.

12 As the EIS considers the economy and employment, it
13 needs to include a study of how global warming reduces
14 productivity now and over the coming decade.

15 According to that same study, the burning of fossil
16 fuel will shrink the gross domestic product, costing us
17 six times more than if we now invest in energy efficiency
18 and clean technology and reduce the risks of global
19 warming.

20 The fossil fuel industry is spending its ample
21 profit on intense lobbying and public relations to keep
22 their 85 percent monopoly of the energy market.

23 We have a responsibility to resist, to champion
24 competitiveness. Society should no longer pick up the
25 tab for any external costs of fossil fuel or give

1 permission for hazardous investments.

2 The cost of wind and solar electricity has been
3 dropping steadily over the past decade, and it's already
4 competitive with electricity generated by gas or coal in
5 many places.

6 By the time the terminal would be completed, solar
7 electricity would already be a cheaper option, especially
8 -- and even more cheap if we pass a much needed tax on
9 carbon.

10 China is already producing wind power for as low as
11 7 cents a kilowatt hour, and overflowing with cheap panel
12 production. Green technology, batteries, grids,
13 efficiency manufactured in America, these are the key to
14 jobs, to a stronger economy, increased export and profit
15 for our community. Thank you.

16 DIANE SHISK: I'm Diane Shisk. I live and
17 work in Seattle. Thank you for the hearing, and I really
18 appreciate the comments that have already been made about
19 the environment and about jobs.

20 But it seems to me that the paramount concern for
21 all of us is the amount of carbon dioxide that's already
22 in the atmosphere, and that's already surpassed safe
23 levels.

24 And more and more mainstream groups are in agreement
25 with this. It's no longer a seriously controverted

1 issue, and we know widely that we simply can't continue
2 to burn coal.

3 That coal is the dirtiest fossil fuel, that burning
4 coal, no matter where it's burned in the world is going
5 to push us faster and farther into the planetary danger
6 zone that we really don't know how to come back from yet.

7 And while we can't stop other countries from burning
8 coal, although many around the world have decided to stop
9 burning coal, we don't have to help them burn it.

10 We have an obligation to the future to take
11 responsibility for that which we have, that which is in
12 our own domain. And these trains coming through the
13 State of Washington are in our domain, and we have an
14 obligation to not carry that coal so it can be burned
15 elsewhere.

16 I hate taking a stand that's against labor. I've
17 been a union member. I strongly support unions. I think
18 they're really important in our society, but I think that
19 even in a deep recession like now when jobs are sorely
20 needed we can't overlook the long-term consequences of
21 burning coal and of contributing to this situation.

22 And what's really -- what we really need to do is
23 reach agreement on the dangers of coal and come together,
24 environmentalists and labor, and work for the funds and
25 the support that we need to create the jobs that would be

1 out there to create viable energy sources that are pro.

2 SILVER MOON: My name is Silver Moon, and I'm
3 from Fall City. And I remember being a child and asking
4 my mother, well, why did they cut down the 10,000 oaks of
5 Lebanon?

6 I totally support these arguments, and it's obvious
7 that this project should be denied. It makes complete
8 sense. I think of the model that our nation is built
9 after.

10 The Iroquois nation, they said before any decision
11 is made, we need to think seven generations ahead, and we
12 need to see the effects of what that decision will cause.

13 I also believe that we need to take all the money
14 that would have been used to mitigate the effects of this
15 coal proposal and put that into education so that we can
16 do what I just heard a man from Miramar saying.

17 He said in our country, we won't just extract in
18 order to create our wealth. We're going to educate
19 ourselves, and we're going to find ways in which we can
20 live in a good way from Burma.

21 I also want to say that it's a day and age where we
22 all have to move forward together, and we have to have
23 courage. And we have to make choices that will make this
24 Earth the kind of place that we want to live, and that we
25 want our children to grow up in.

1 It's very critical that we no longer live in fear,
2 and that we take these proposals, these ideas, the
3 strength of people's creativity, and that we begin to
4 fold these into our lives. And we can have amazing
5 lives, every one of us.

6 And I, too, have had a job in which I worked for the
7 Forestry, and I burned trees and made fire lines. And I
8 had to walk away from it, and I have a much better job
9 now.

10 DAN MITCHELL: Good afternoon. My name's Dan
11 Mitchell, and in the interest of full disclosure, I've
12 been a railroad employee for 34 years, much of that time,
13 most of it in train service.

14 I'm a railroad conductor and have worked on many,
15 many coal trains, some of which I've been on a caboose
16 behind 150 cars of coal and experienced very little coal
17 dust, none that I could recall.

18 And I have been -- like I said, I've been a railroad
19 employee for 34 years, but I'd also like to say I've been
20 an environmentalist much longer than I've been a railroad
21 employee, and I care much more about the environment than
22 I do about the railroad.

23 And I'd like to tell you that I'm in favor of the
24 terminal for environmental reasons. If China doesn't get
25 low sulfur U.S. coal, they're going to get coal from

1 India. They're going to get it from Africa. They're
2 going to get it from elsewhere, and they're going to get
3 high sulfur coal from Canada, which they get some of it
4 now.

5 I would be available after I leave the podium for
6 any of my friends here wearing red who'd like to speak
7 with me. I consider myself open minded.

8 And I'm a life-long member of the Sierra Club. And
9 like I say, I'm in favor of this for environmental
10 reasons. You with the red herring sign, you are welcome
11 to talk to me afterwards.

12 And like I say, if -- just moving the terminal down
13 to the U.S. from where our coal trains get shipped out
14 now in Canada reduces the amount of fossil fuels it takes
15 to ship the coal to China. Thank you.

16 ROBERT (): My name is Robert
17 (inaudible). I ran for the house representative for the
18 36 Legislative District in the past election.

19 I'm not here speaking about environmental issues.
20 You're going to get hit solid with those. You can do the
21 research. I'm going to speak to you about politics and
22 crime.

23 We are talking about sending a poison to an enemy of
24 the United States, China, who we're sending lead to all
25 the time as it is. Now we want to send them coal so they

1 can do a double dirty trick on us.

2 It doesn't make sense. It doesn't make sense at
3 all. China wants our downfall, and we're handing them
4 the means to do it. And anybody who is in favor of that
5 to me is a traitor to the people of this land. Thank
6 you.

7 HOLLY JAMES: My name is Holly James. I'm
8 here on behalf of the Duamish Canoe family, the Oliver
9 Canoe family, for any of us who suffer from asthma, for
10 those of us who have to carry our inhalers everywhere we
11 go, for those of us who have lost people lung cancer
12 who've never picked up a cigarette in their entire life,
13 for the funeral I had to go to this summer for that
14 reason, for the college roommate who is 32 years old who
15 cannot breathe and turns out she had lung cancer, never
16 smoked a day in her life. I am there for them. I am
17 here for them.

18 I have one question. I understand jobs are
19 important, and I actually have a relative who has worked
20 from lane rails and the railroad who even thinks this is
21 a crazy thing, and he supports the railroad
22 wholeheartedly.

23 If he says this is wrong, who can I trust? I don't
24 understand why these jobs are more important than the
25 jobs of the fishermen who depend on this, for the jobs of

1 the recreation departments who depend on this, for those
2 of us who depend on these things for our livelihood.

3 My father sells hunting and fishing equipment, and
4 he sells boats. And I assure you that no one will want
5 to get on the water when they come out with a black film.

6 I worry for the safety of children, of our
7 children's children, of children seven generations times
8 seven generations.

9 What world are we leaving for them? Please save our
10 culture, please save our nations for Americans and
11 everyone who calls this country home. God bless America.

12 DAN JAFFE: Good afternoon. My name is Dan
13 Jaffe. I'm a professor of environmental chemistry and
14 atmospheric sciences at the University of Washington.
15 I'm going to focus my comments on the air pollution and
16 climate impacts of this proposal.

17 First, the key points: Coal burned in Asia
18 significantly impacts the Pacific Northwest. Pollutants
19 of concern are mercury, ozone and sulfur and particulate
20 matter.

21 The second point: Diesel exhaust and coal dust from
22 trains is a serious respiratory hazard for the
23 communities along the rail lines.

24 And third point: The global warming impact from
25 this project and other similar projects are a serious

1 problem for the Pacific Northwest, so let me elaborate.

2 First, increasing coal use in Asia will increase the
3 amount of mercury, ozone and particulate matter that we
4 get back from Asia on the prevailing westerly winds. In
5 the United States, we're spending billions of dollars to
6 control these pollutants. And we've made really good
7 progress on cleaning up our air, but these gains can be
8 lost due to emissions from other countries.

9 I'm going to quote from a recent National Academy of
10 Science report: It is clear that distant pollution does
11 contribute to increased concentrations of ozone over
12 populated regions, and that such increases may have
13 detrimental impacts on human health, agriculture and
14 natural ecosystems.

15 My second concern is for the communities that live
16 along the rail lines. This project would significantly
17 increase their direct exposure to toxic coal dust and
18 diesel exhaust, which is a known carcinogen.

19 Currently, we do not have enough information to
20 evaluate the impact of this project on regional air
21 quality, especially people that live along the rail line.

22 Third is the problem of global warming. This is
23 particularly important in the Pacific Northwest because
24 we are critically dependent on the snow pack to supply
25 water in the summer for people, salmon and electricity.

1 The total amount of coal exports being considered,
2 150 million tons is huge. This coal produced more than
3 five times more CO2 than all the humans in Washington.

4 At a time when we are cutting back on the use of
5 coal due to environmental concerns in this country, it is
6 absurd that we should ship coal overseas for others to
7 burn.

8 The global warming impacts are the same whether the
9 coal is burned here or elsewhere, and we need to consider
10 the cumulative extent.

11 UNIDENTIFIED SPEAKER: So I haven't prepared
12 anything formally, but here it goes. So first I'd like
13 to give props to everyone that has spoken. Almost every
14 fear that I have had for this proposed terminal has been
15 properly addressed.

16 That being said, the other day I went to a
17 fundraiser for XO pipeline blockade. And I'm attending
18 this winter break, so that should be fun.

19 And kind of a question that got to me, and that was
20 what do you think of when you think of XO pipeline? So I
21 turn that question to this event, and what I think of
22 when I think of the export terminal is exploitation.

23 So I think that that word needs to be addressed.
24 And I don't like exploiting poor countries, and I don't
25 like exploiting Montana.

1 And 33 percent of my electricity comes from Montana,
2 so that hurts me, but I also don't want to be exploited
3 myself. I don't want the sediment and the shoreline to
4 be exploited with the coal dust that is going to be
5 barricading down the shoreline.

6 So I think that that is where my main concern lies
7 is my own exploitation in the things that I love. So if
8 that can be addressed in the research, especially
9 sediment and how coal dust affects the sediment and
10 affects the shore, so that's my concern. Thank you.

11 GORDON (): Hi, my name is Gordon
12 (inaudible). I'm the Spokane (inaudible) from Spokane,
13 Washington. We've heard from a few members of the
14 Waterkeeper Alliance tonight. We're the international
15 network of water advocates spread across North and South
16 America, Europe, Asia, Australia and Africa.

17 Today I'm just going to talk about a few of the
18 issues that emphasize the need and legal obligation for
19 the Army Corps to analyze thoroughly the impact of this
20 proposal.

21 First, the mercury inclusion, if corporations export
22 coal to Asia, they are causing air pollution in the
23 Western United States.

24 Coal export from the Pacific Northwest has the
25 connected action of importing poisonous air pollution

1 that is depositing into our streams and rivers, toxifying
2 our fish, threatening the health, vitality and brain
3 development of our children. The EPA estimates that
4 there is more mercury deposited in this country from
5 outside our borders than from inside.

6 Because of geography and wind, the maximum impact of
7 Asia is going to be in the Northwestern United States.
8 It is absolutely the role of our government, specifically
9 through the National Environmental Policy Act, to
10 disclose all impacts, all the exploitive and profiteering
11 shenanigans that corporations propose to force onto the
12 people of this country and the environment is vital to
13 all.

14 The analysis of this proposal must include the
15 impact of the imported air pollution on the West Coast of
16 the United States and the U.S. coal combustion in Asia.

17 And furthermore, being from Montana, I've been
18 exposed to poison in the past, and I don't know if it's
19 fair to be exposed to more poison in the future as this
20 comes back our way.

21 Just to wrap up, in terms of climate change, the
22 human-induced climate change is mind boggling. Droughts
23 make the dust bowl seem easy, and the collapse of
24 ecosystems that are vital to human life is happening
25 before our eyes. An area of Arctic sea ice bigger than

1 the United States melted in 2002.

2 Companies for the Cherry Point coal proposal are
3 adamant that the analysis not include the impact of coal
4 extraction in Wyoming and Montana, the climate impact of
5 increased coal combustion in China with mercury pollution
6 floating back to the United States. If not here and now,
7 when will those climate change actions be analyzed?

8 LEANNE BARRIS: My name is Leanne Barris, and
9 I am the executive director of Earth Ministry and
10 Washington Interfaith (inaudible), and combined we
11 represent many hundreds of congregations across the state
12 and many thousands of people of faith.

13 And I also want to say that my husband is a member
14 of a union. He's a member of the Local 7670 Teamsters,
15 and so I feel like we have a lot of common ground that we
16 can be talking about.

17 Those of us here, all of us, what color of shirt
18 we're wearing, red or green, we share the same values.
19 We care for our children. We care for strong
20 communities, and I think that we really need to really
21 think hard about what we want our long-term communities
22 to look like.

23 People of faith believe this is a moral issue. It's
24 something that we care about. We care about the health
25 of our children. We care about the health of the

1 environment and creation, and what we need to do is study
2 the wide range of impacts, things like human health.

3 What are the coal dust impacts going to be on our
4 children's health and asthma, lung disease? What does it
5 mean to divide our communities in half with mile and a
6 half long coal trains?

7 We need to study the impact of jobs, both jobs at
8 the terminal, but the jobs are going to be lost in the
9 fishing industries and small town communities that are
10 bisected by trains, the communities along the waterfront
11 whose jobs are going to be lost because no tourists want
12 to come down to an industrial area. These are issues
13 that we need to look at and get good strong answers to.

14 My community is opposed to this terminal because we
15 believe that the impacts are going to be completely
16 negative. At the same time, we're really interested in
17 seeing a comprehensive EIS statement.

18 We hope that you look at all five terminals, not
19 just the one. Look at from Minemouth at Montana all the
20 way through the 1,500 miles of the train tracks and
21 really look at the impacts that climate change -- that
22 this coal terminal is going to impact on climate change.
23 Thank you.

24 JOSH SWANSON: Thank you. My name is Josh
25 Swanson with the National (inaudible) Engineers, Local

1 302. I represent about 10,000 (inaudible) working
2 members, both here and in Alaska.

3 I guess from our perspective, we appreciate the
4 environmental impact statement process. We understand
5 that the idea is to review it, make sure it's safe, make
6 sure it's not going to be harmful to the environment and
7 do what is necessary before it is approved. So we
8 certainly appreciate the fact that that's what's going to
9 be done.

10 We are absolutely supportive of the Gateway Pacific
11 project. Frankly, my members are both -- they live in
12 and try to work in these communities that are essentially
13 right there, and this is their backyard. The last thing
14 they're going to want to do to their backyard is to bring
15 in something that's going to be harmful for them, their
16 family, their children.

17 And so we are definitely supportive of the fact that
18 that's why this process exists in order to make sure that
19 whatever is done is done in the safest and most humane
20 and environmentally-friendly process practical.

21 I think, quite frankly, if this demand is not filled
22 in Cherry Point, then it definitely will be filled
23 somewhere else, whether that be in Canada or some other
24 country, but it will be filled.

25 I mean, the demand for the coal or whatever it is --

1 and let's bear in mind this is not just a coal terminal.
2 It's a terminal for all kinds of goods, not just coal.

3 So while that seems to be kind of the most prevalent
4 points being brought forth by the opponents, it's
5 certainly something that will bring a lot of good-paying
6 jobs, and also good for the economy in that local market.

7 So I appreciate the chance to talk, and thanks very
8 much. And again, we support the project. Thank you.

9 UNIDENTIFIED SPEAKER: Hi, I have a
10 respiratory therapy degree, and I've studied all the
11 damage that coal can do to the lungs. I know about this.

12 I agree with everything that has been said with
13 regard to no coal exports. I simply want to say I
14 support the occupy movement. I do not support a greedy,
15 filthy, KOCH habit, K-O-C-H, and only eight green shirts
16 out there, and that's all I have to say. Thank you.

17 KATIE FLEMMING: Hi, I'm Katie Flemming, and
18 I live on San Juan Island. I work at Friends of the San
19 Juans, an environmental education advocacy and science
20 organization.

21 I'm a southern killer whale fan. Is anybody else in
22 this room a fan of the whales? Great. They are an icon.
23 They are part of what draws visitors and residents to San
24 Juan County and Washington State.

25 They're worth one million dollars each to our local

1 economy in San Juan County. They help create 669 jobs,
2 and they are an endangered species, and there are only 84
3 left.

4 Please study the impacts to the southern resident
5 killer whales, including the increased risk of an oil
6 spill and how it would impact them, the risk to their
7 food source, Chinook salmon, which depend on herring as
8 well as vessel noise.

9 These almost 1,000 ships from GPT every year will
10 transit throughout their critical areas. I've seen them
11 right off of Cherry Point. They're out there, let alone
12 the ships that will transit through Harrow Straight,
13 which truly is their critical area for salmon.

14 San Juan County and our 669 tourism jobs depend on
15 these special whales. If you find that this project will
16 negatively impact the southern resident killer whales, I
17 recommend the no action alternative. Thanks.

18 UNIDENTIFIED SPEAKER: I'm a retired mining
19 engineer. I worked in coal mines, and also the last 20
20 years, 30 years in the mining industry.

21 I've traveled all over the world, Europe, Russia,
22 China, Australia, South America, South Africa, so I know
23 the mining industry quite well, and let me tell you one
24 thing for a start.

25 If this coal would not come from Montana or

1 Washington to China and Asia, it would come definitely
2 from Australia, Indonesia or South America or South
3 Africa.

4 There are many coal mining countries which are only
5 waiting to make this business. So in my opinion, it is
6 not only a local issue, but also a national issue.

7 If the coal doesn't come from here, it will come
8 from somewhere else in the world. So the environment
9 impact in terms of climate change, which I agree there
10 is, is nevertheless zero sum gain, so probably the
11 environmental impact in terms of climate change should be
12 considered in this issue.

13 Also, I would urge that technological advances are
14 being considered in terms of diesel exhaust, the
15 placement of diesel by natural gas, also in locomotives,
16 which is coming, and other improvements in the technology
17 and techniques, which will make these terminals along the
18 West Coast tolerable also from an environmental point of
19 view. Thank you.

20 PAUL MCGILL: Good evening. My name's Paul
21 McGill. I work for the railroad. You know, I've studied
22 environmental design at the University of Colorado. And
23 like Dan Mitchell, who spoke before me, I'm aware and
24 have been an environmentalist all my life, but the
25 comments that I've heard here have been so misdirected.

1 You know, fishermen talking about how the diesel
2 smoke from the engines of the locomotives are polluting,
3 but the fishing fleet all use the same engines in their
4 boats, the same engines, the same pollution.

5 So, you know, hopefully, we'll go through the right
6 environmental process, and we will look at the things
7 that are important in this facility.

8 And if it proves that it's not the right thing to
9 do, then we shouldn't do it, but to say that China is not
10 going to burn coal because we won't send it to them is
11 totally ridiculous.

12 I mean, like the mining engineer said before me, it
13 will come. I mean, there's a lot of different countries
14 that ship it. In fact, those same lines in Montana will
15 just ship through Canada, and the coal will go there that
16 way.

17 So what you're looking at here is a resource for
18 good jobs not only at the plant, but the peripheral jobs
19 that the railroad provides for people.

20 You know, the numbers that we hear about on these
21 trains are totally skewed. I don't know where they came
22 from, but this facility is going to be a multiproduct
23 facility. It's not going to be only coal. It'll be
24 grain and different minerals. So if you want to stop
25 trains -- never mind.

1 KATELYN KINN: All right. It's cleared out a
2 little bit in here, but it takes something pretty
3 extraordinary to pull together this many people from
4 different walks of life, and this proposed coal terminal
5 is extraordinary. It is an extraordinarily bad idea.

6 My name is Katelyn Kinn, and I manage legal affairs
7 for an organization called Puget Soundkeeper Alliance,
8 but I'm here testifying today as a private citizen
9 because I really care about this issue.

10 The environmental impact statement for this facility
11 matters to everyone in this room. It matters to me as
12 someone who loves Puget Sound. It also matters to the
13 people in Montana and Wyoming and the Powder River basin
14 where this coal is being stripped for the landscape.

15 It matters to people in China, Bangladesh and India
16 where coal is headed to be burned. Poised to become
17 North America's largest coal export facility, the reach
18 of this project is truly global.

19 I urge the hearing officers to please recognize that
20 these impacts are not only local. They're multistate and
21 multinational.

22 It matters to us here in Seattle because the coal
23 will be sprayed over our community at least twice, first
24 when it comes flying through our backyard in open top
25 rail cars, and second after being burned in China when it

1 returns in the form of toxic air pollution, contaminated
2 food and water pollution.

3 As a Seattle resident, I really care about what
4 would happen to my home when there are 18 trains coming
5 through this city a day.

6 Studies sponsored by the corporations themselves,
7 BNSF, push for the coal export -- that push for the coal
8 export, admit that each rail car will lose at least 500
9 pounds of coal and coal dust, each car, and that can be
10 upwards of a ton.

11 I know that every time I look for it, I find coal
12 and coal byproducts on public property surrounding and
13 beneath the train tracks carrying these coal trains.

14 It's a fact that coal is flying off these trains and
15 left behind in our communities, but these impacts are
16 global. It is our responsibility as a nation to address
17 fossil fuel emissions that have gotten us into this
18 climate change mess. An expanding coal export would be a
19 step in the wrong direction.

20 I ask you to please recognize how far reaching the
21 impacts of this proposed facility are and conduct a
22 proper environmental impact analysis that fully
23 quantifies these global impacts. Thank you so much.

24 MIKE ELLIOTT: Good afternoon, Mike Elliott,
25 Brotherhood of Locomotive Engineers and Trainmen. I'd

1 like to ask that the panel take a very careful look at
2 the environmental aspects.

3 I think under the NEPA/SEPA, and Department of
4 Ecology standards for wetlands that we have adequate
5 tools in the box to do a scientific study.

6 And that's what we're asking is that you people at
7 the Corps of Engineers, Department of Ecology and the
8 state take a hard look at the project and let it stand on
9 its own merits, and the merits of the science and let
10 that win the day.

11 Someone has suggested that we should have a
12 programmatic study, which I personally and as a group our
13 group does not think is appropriate for this type of a
14 project. It sets a bad precedence. It opens up the
15 doors for ruining our industry and opportunities that we
16 have in commerce, so we don't want to see that.

17 We do want to see the thorough, thoughtful, careful
18 process that the Corps has been known historically to
19 provide, and the state and Department of Ecology. So if
20 you could do that, we think that that's an appropriate
21 avenue for this project.

22 As far as the other ones, we've heard a lot of talk
23 about other projects. We're talking about one project
24 here. We're not talking about cumulative, or those other
25 projects should all have to stand on their own merits as

1 well, but this project has convinced me that they've
2 taken the steps to do it the right way.

3 I think it's a state-of-the-art facility. I think
4 it far exceeds what's going on north of the border in
5 Canada, and those people up there are getting ready to
6 expand their ports.

7 We need job opportunities here now, and I'd ask that
8 you, you know, do your jobs and stick to the law and to
9 scientific fact, and this will stand on its own merits.
10 Thank you very much.

11 KEITH WEIR: Good evening. My name is Keith
12 Weir. I'm the assistant executive secretary for the
13 Seattle Building Construction Trades Council and a member
14 of the International Brotherhood of Electrical Workers,
15 Local 46 out of Seattle.

16 Being a proud union electrician means to me
17 everything. We were green before people coined the term
18 green jobs. We have blue collars, but if you look at the
19 inside of our collars, they're green.

20 We've been doing retrofits on buildings. We've been
21 doing lighting retrofits. We've been into wind power.
22 We've been into alternative sources of energy, so trust
23 me. I'm all for alternative clean forms of energy.

24 The Cherry Point facility, however, is a once in a
25 lifetime opportunity to get a facility built. And what's

1 getting lost in the argument here is coal is an export
2 product there, but it is a multiuse export facility.

3 At the bidding climate where we're at right now,
4 construction of the terminal can happen now, hopefully,
5 in my opinion, sometime down the road.

6 Coal will drop in its export, and we'll be exporting
7 more grain to developing countries that we need to do.
8 And I would encourage everyone here -- we're talking
9 about worrying about shipping the coal to China, and
10 China burning it and coming back to us.

11 The reason China has such an insatiable demand,
12 besides their population increased four fold, you only
13 need to look at your spending habits. How many of us
14 here have an iPhone, an iPad, something built from
15 Samsung, your TV hanging on your wall in your house?
16 Everything's manufactured in China and shipped back over
17 here.

18 It's my intent that we need to buy American
19 provisions, built in America, put our people back to
20 work, make it an even global scale for everyone.

21 But the way I see it, this is a golden opportunity
22 to get the facility built and set us on the right track
23 instead of waiting, getting this delayed several years
24 and losing the game to Canada and having to play catch
25 up.

1 CHRIS HOLLAND: I'm Chris Holland. I'm an
2 engineer on the Burlington Northern/Sante Fe and a member
3 of the Brotherhood of Locomotive Engineers and Trainmen.

4 In about 1960 on Mercer Island where I live someone
5 cleared off about two city blocks' worth of forest to put
6 in a shopping center. And by the late 1980s, they'd only
7 been able to fill about half of it, so they proposed
8 building about 35 condos in the empty land.

9 This caused an avalanche of hyperventilating letters
10 to the editor about what was going to happen to traffic
11 on the south end of Mercer Island with 35 new houses.

12 And it turned out that there was a business in the
13 shopping center with 110 employees, so this probably
14 meant at least a hundred cars a day in and out of that
15 shopping center for the employees and customers coming,
16 and yet because no one knew it was there, no one noticed
17 that the traffic was bad.

18 And so now we have a lot of people noticing that
19 there's going to be terrible traffic in coal. I was on
20 assignment in Tacoma in late January of 1988 when the
21 very first train of export coal from Wyoming went
22 through. Nobody noticed it. It didn't bother anybody.
23 And now that it's been noticed, it bothers people.

24 I would also note that we send China an awful lot of
25 our money, and selling coal to them is a good way for

1 them to send some of it back.

2 If they don't buy our coal, they'll buy somebody
3 else's or they'll use their own. And their coal is a lot
4 dirtier than ours. And the emissions that they put out
5 and the toxic acids other than carbon dioxide that they
6 put out would be far in excess of what's emitted by our
7 coal. Thank you.

8 UNIDENTIFIED SPEAKER: Please be kind to me.
9 I have stage fright. I would have been wearing a red
10 shirt today if I didn't know what I know about this
11 project, and the reason I am privileged to have a little
12 bit more knowledge about it is I just so happen to work
13 for the company who wants to build Gateway Pacific
14 Terminal.

15 I was blessed seven years to find a job as a
16 programmer -- that's what I do -- to program applications
17 for accountants, and these accountants work in the
18 corporate office of the company that wants to build the
19 Gateway Pacific Terminal.

20 And because now I know a lot about this terminal, I
21 could not understand why there is such an avalanche of
22 opposition for this terminal. It is going to be state of
23 the art.

24 Compared to what is being used today, a terminal out
25 on the water where the coal dust is just right there, if

1 there is coal dust -- those of you who are doing this to
2 me, have you seen all of the mitigating things that my
3 company wants to do for this?

4 And, you know, I -- as I approach people, especially
5 you with the herring, I have some scientific stuff about
6 the herring thing.

7 And I've asked if you want the literature, and half
8 the people say, no, I don't want to hear it. And I
9 realize that nobody's going to listen to these facts
10 because there's this avalanche of media attention until
11 they know that the company I work for is one of the
12 goodies.

13 Just because you're a big strong company because
14 you've grown -- it's owned by the same people who started
15 it 50 years ago when it was tiny.

16 And they've done the right things, and they've
17 grown. And they're very good to their employees and very
18 good to their people and very good to the environment and
19 very good to workers all over the place. They pay well.
20 They share. They are environmentally concerned.

21 And if you want to get the facts, you will see what
22 I see. I just want to point out that this is normally a
23 60-day process. It's been extended to 120 days because
24 of media attention.

25 SARA MORGAN: My name's Sara Morgan, and I

1 live in Tacoma. And I'm a volunteer for Socialist
2 Alternative, and you can clap all you want while I'm
3 speaking.

4 The problem is big business, Goldman Sachs, Warren
5 Buffett, SSA Shipping, they don't have enough money.
6 It's absurd to study the environmental impacts of this
7 proposed project.

8 The only reason for this project is to make a lot of
9 money for big business because they didn't make enough
10 money off foreclosing our homes, and they'll throw in a
11 few jobs like bread crumbs.

12 What do we do? Well, they won't give us the right
13 to democratically vote against this project. We need to
14 vote on this by getting out in the streets in large
15 numbers at rallies, at sit-ins, at railroad blockades.

16 Labor union and environmental activists should unite
17 and fight and form -- to fight for a massive tax increase
18 on corporations and the rich to fund green public works
19 projects that we need to provide millions of union wage
20 jobs to transition our economy from polluting energy
21 sources to clean, renewable, sustainable resources. No
22 coal, no coal.

23 JOHN HALMARE: My name is Reverend John
24 Halmare. I'm the pastor at Valley and Mountain
25 Fellowship. It's the United Methodist in the Rainier

1 Valley.

2 A significant theologian once said that
3 Christianity, which is my religion, is the attitude of
4 awe before the value and the dignity of the human person.

5 Now, you could just find theologians who say
6 anything these days, but this was John Paul, II, the
7 Pope, the attitude of awe before the value and dignity of
8 the human person.

9 Even if we don't expand that to the whole of
10 creation, which I would, this coal terminal is an assault
11 on the value and the dignity of the human person.

12 All the coal industry, the destructive environmental
13 forces, the health impacts of these things are flying in
14 the face of the value and the dignity of the human
15 person.

16 In my office as a Methodist minister, I get to see
17 people make moral gymnastics in justifying any decision
18 that they would like to make.

19 And I'm a big supporter of labor, but to go around
20 the clear issues of destruction of the planet, of the
21 person of our health, of our future seems to me to be a
22 gold medal winning gymnastics routine, and so I stand
23 here today against this coal export terminal. Thank you.

24 JOANNE SHOWALTER: My name is Joanne
25 Showalter. I'm a Roman Catholic sister and a board

1 member of Earth Ministry, which is a faith and
2 environment outreach founded here in the Puget Sound
3 area.

4 I've come with several personal observations. As
5 someone who lived for well over a decade in coal country
6 in southwestern Pennsylvania, I'm very familiar with the
7 dust, the particulate matter that blows off passing
8 trains and trucks and deposits in a very fine dark layer
9 over everything, including your clothes, your furniture,
10 your car. It's coated. It's another version of Mount
11 Saint Helens ash.

12 And as a retired healthcare worker, I'm familiar
13 with the larger number of children with asthma and the
14 appearance of barrel-chested men and women who are
15 suffering with asthma and other lung diseases and
16 emphysema that are complicated by coal dust, and because
17 of this I have some concerns.

18 Now, as a faith leader, I feel we have a moral and
19 ethical imperative to care for the voiceless. Now, the
20 voiceless is the children, the elderly, the infirm and
21 creation itself, and all of these are impacted and will
22 be impacted by the increased shipment of coal through our
23 area.

24 So I encourage the involved agencies to thoroughly
25 scope the amount of particulate matter that is going to

1 be given off by these trains.

2 RICHARD BISBY: Hello, I'm Richard Bisby.
3 I'm on the board of directors of Sustainable Edmonds.
4 And there are our own Edmonds issues that I could get
5 into, but I'm more interested in a bigger issue, and that
6 is I would like to request that all of you consider the
7 effects of global warming.

8 When a previous speaker said they do not want a
9 programmatic review, I think it's critical that we have a
10 programmatic review because one isolated port is not
11 going to be enough, give you enough information.

12 When you think of global warming, the potential of
13 having 150 million tons of coal shipped to Asia, burned
14 in Asia -- and whatever's burned in Asia doesn't stay in
15 Asia. It comes back.

16 And when you consider that burning coal is one of
17 the worst, dirtiest fossil fuels as to greenhouse gas
18 emissions and covers the planet, it doesn't stay in
19 China. It affects the whole planet.

20 And my concern is if all the intensive greenhouse
21 gases will increase global warming, when that happens,
22 our whole planet is changing.

23 I know some speakers feel that global warming is not
24 going to be an issue, but I deeply am concerned that this
25 is the issue that you need to review because when -- if

1 global warming takes over, there'll be no planet to live
2 on. There'll be no life because we need to consider all
3 life. And if there's no life, coal is going to be
4 worthless. Thank you.

5 MILLIE MAGNER: Good afternoon. Thank you
6 very much for this opportunity. My name is Millie
7 Magner. I'm a resident of Seattle. I taught for 20
8 years, and I worked in healthcare research for 10.

9 I am an asthmatic. I understand that there are 70
10 toxic chemicals in coal, the worst of which is mercury.
11 And if you've ever worked with kids, you know the damage
12 that mercury has on children's development. That is a
13 high priority issue for me.

14 In addition to that, my own asthma has made me very,
15 very much aware of how precious our ability to breathe is
16 for each one of us.

17 I am an outdoor person. I hike, I ski, and I had to
18 stop two thirds into a hike this summer for the first
19 time in my life because I could not get enough air.

20 I am on medication to prevent my asthma from getting
21 any worse, but it can only work if I stay away from
22 particulates that will increase the damages. I can't go
23 back and have good lungs. I can only prevent the
24 continued deterioration.

25 The particulates from the coal trains alone and the

1 diesel fuel is enough to be dangerous.

2 LYDIA OLCHOFF: Hi, my name is Lydia Olchoff.
3 I'm a business analyst. I work for probably the largest
4 consulting firm in this area. I won't name them because
5 I'm not here to represent them.

6 My area of expertise, the field I've been working in
7 doing analysis and building software for the last 25, 30
8 years is travel, tourism and transportation. I've lived
9 and worked in Seattle, Minneapolis, Salt Lake, Chicago,
10 New York, and now I'm back here again in Seattle.

11 I don't even know where to start. This is the --
12 you know, they say that this will bring jobs to Seattle.
13 Well, sure, it'll bring some net jobs, a few jobs
14 immediately, but on a net basis there will not be jobs
15 brought to this area.

16 There'll be -- you know, you have to consider all
17 the jobs that will be lost in travel and tourism. I
18 mean, if we do not have clean air and water, do you think
19 that the hotels -- all those hotels that dot our coast,
20 what do you think will happen with their clientele?

21 What about Fisherman's Wharf? What about Shilshule
22 Bay? What about Golden Gardens? Carkeek Park? All of
23 the tourist attractions we have all up and down the West
24 Coast, nobody's going to come to them anymore.

25 We're going to lose -- they'll lose all their

1 customers, and what happens when they lose their
2 customers? It's a domino effect.

3 This will also affect companies such as Microsoft
4 and Amazon.com because they are able to draw software
5 professionals like myself from other cities.

6 I moved back here for the clean air. I could be
7 living in Salt Lake City that's filled with heavy metals,
8 but, no, I moved back here for the clean air within the
9 last year, and now I hear about this coal train. Are you
10 kidding?

11 I mean, you do not attract highly-paid professionals
12 if you don't have clean air and clean water. So I ask
13 you please to consider the impact to business. The
14 impact is huge to business. It's not a benefit for
15 business. So, yeah, thank you so much.

16 TIM HESTERBERG: Thank you. My name is Tim
17 Hesterberg. I'd like to begin by addressing the railway
18 employee and the mining employee who said that we should
19 be happy to sell the low-sulfur coal, and that they would
20 get coal from other places.

21 This would produce less local pollution in China.
22 It would not produce less CO2, and the fact that it would
23 be less local pollution means that China would have less
24 incentive to look for saving energy or for clean
25 renewable resources.

1 It would be cheaper than the coal they could get
2 elsewhere, which means they're going to burn more of it.
3 They're not going to look for other sources.

4 I'm a scientist and a father, and the combination is
5 kind of scary because my kids are going to have to live
6 with our misdeeds, and what I read in the scientific
7 literature is scary.

8 We're facing drought, tree deaths, mass extinctions,
9 ocean acidification, the loss of shellfish, the loss of
10 the microscopic species that salmon live on. We're
11 facing flooding. We're facing more extreme weather, sea
12 level rises, and this will accelerate. There are some
13 positive feedback loops.

14 When we melt the ocean ice in the Arctic, when we
15 melt the glaciers, then we heat up even more. When we
16 melt the permafrost, we release methane, which is 72
17 times as potent as carbon dioxide.

18 We risk melting the hydrates, the methane hydrates
19 in the ocean, which, again, would accelerate the whole
20 process. This is a global project, and you need to
21 consider the global impacts. Thank you.

22 BENJAMIN SIBELMAN: Hi, my name is Ben
23 Sibelman. I'm from Redmond, and I'm asking you to
24 measure the climate impacts of this project on human
25 health and safety in Washington State.

1 The climate crisis is the central issue of our time
2 and has the potential to destroy civilization within my
3 lifetime.

4 As we know, you have been tasked with determining
5 the effects of extracting, shipping and hopefully the
6 effect of burning a huge amount of coal. This releases
7 greenhouse gases in every stage of that process.

8 Now, I know that estimating local climate impacts on
9 Washington State of these greenhouse gases over the next
10 few centuries, not to mention the effect of climate
11 refugees from even harder hit regions crowding into our
12 state is a huge job.

13 You can rely to some extent on existing climate
14 studies, but it will still be a hugely difficult project
15 with very, very imprecise results. We are talking about
16 global chaos here, tipping points.

17 Who can predict that? But you have to try because
18 otherwise you're very probably neglecting the vast
19 majority of the environmental impact of this project, and
20 that's not fair to me, to my generation or to the
21 generations who will come after me.

22 Now, as for the alternatives, it's been discussed
23 that the alternative to our shipping coal to China is
24 they'll burn some other coal. Well, okay, there's a set
25 amount of coal out there. There is five times as much

1 fossil fuel in the ground as is safe to burn. This has
2 been recently determined.

3 The goal here is to start locking down some of that
4 fossil fuel and say no, off limits. This is a start.
5 This is a good start.

6 Also, I work for Microsoft. This is one of the
7 representatives of American innovation. If anybody can
8 help China to transition faster -- and they are
9 transitioning fast, but if they need to transition faster
10 off coal, we are the people to help them do that. That
11 is an alternative to study. Thank you.

12 MARGO POLLY: Hello, and thank you for having
13 us. My name is Margo Polly. I was born and raised in
14 the city of Seattle. I live in North Bend right now, and
15 my comments are based on an article called Climate Change
16 is Terrifying New Math, so I provided it to you. I
17 submitted a copy for your record.

18 And it directs us to three numbers in the terrifying
19 new math. The first number is two degrees Celsius, and
20 that is the singular thing that came from the failed 2009
21 Copenhagen summit on climate change.

22 And it's the one thing to which the United States is
23 a signatory along with 166 other nations, and that is two
24 degrees. It is the number beyond which all bets are off
25 for life on this planet.

1 And, in fact, many scientists believe that it is a
2 far too lenient target, and some actually called the two
3 degrees a suicide pact.

4 We are currently at one degree of warming, and we
5 see one third of the Arctic sea ice melting. We see our
6 oceans one third more acidic. We see storms such as
7 Katrina and Sandy, and they're ravaging our cities.

8 We see devastating oil fires in Russia. We see
9 floods of which we saw in Pakistan. There are severe
10 impacts from both flooding and drought to agricultural
11 areas worldwide.

12 At two degrees we will see more and more
13 unprecedented storms and weather conditions. We may not
14 have potable water and food for people on this planet.
15 So I don't mean to be a doomsday sayer and hyperbolize,
16 but this is real stuff. I mean, this is real stuff.

17 We may not survive to two degrees Celsius. I don't
18 think we're going to survive beyond it. We have changed
19 the planet that much.

20 The second number is 565 gigatons, and that's what
21 scientists predict that the global community can put --
22 of more carbon that can be put in the air before we reach
23 two degrees Celsius. At our current pace that gives us
24 16 years, so two degrees Celsius, 565 gigatons more of
25 carbon we can put there.

1 TAD ANDERSON: Hello, my name is Tad
2 Anderson. I'm a PhD atmospheric scientist. I have a
3 25-year career studying issues involving global climate,
4 and I would like to first of all begin by endorsing the
5 comments that were just made by the last couple of
6 speakers.

7 I don't talk quite as fast as they do, so I'll try
8 to make this very simple and urge you to consider global
9 climate and specifically to consider this question as a
10 kind of framing question for your assessment.

11 Can humanity safely burn our existing proven coal
12 reserves? I submit that even a cursory weighing of the
13 evidence will show that we cannot.

14 Fact 1, the maximum amount of carbon dioxide that
15 can be added into the atmosphere and have a chance, as
16 the last speaker was saying, of avoiding a warming of two
17 degrees Celsius, which is a threshold for very extreme
18 effects on our global climate, is 500 to 600 gigatons of
19 CO2.

20 Fact 2, the world's proven oil and gas reserves
21 already exceed this.

22 And fact 3, the world's proven coal reserves are
23 more than 2,000 gigatons, and, therefore, exceed this
24 safe limit by a factor of at least four.

25 These facts are readily available. The analysis is

1 simple. Burning our existing coal reserves is the
2 equivalent of committing collective suicide, albeit
3 unintentionally.

4 As the country with the largest coal reserves in the
5 world, it is incumbent on the United States to take
6 leadership on this issue.

7 Thank you for addressing this high-level question as
8 a way of framing the overall assessment.

9 ERIC TREMBLAY: My name is Eric Tremblay, and
10 I'm from Coupeville, Washington. And I'm another one of
11 these people that have to carry one of these around
12 everywhere I go because I have asthma.

13 The quality of air is one thing I want you to
14 consider, but the main thing I want to talk about is the
15 type of vessel and the safety record of that type of
16 vessel, the Cape class ship.

17 We've heard about the accident they had at the West
18 Shore Terminal last week. What a lot of people didn't
19 hear about was that a coal ship sank in the Baltic Sea
20 one week ago today with some loss of lives.

21 And I'd like to look at the type of vessel. These
22 are flags of convenience. They're operated for the
23 lowest cost possible, and I'll just end my comment with
24 that to let some more people up here.

25 ALEX EPSTEIN: Thank you for giving me this

1 opportunity. My name is Alex Epstein. I'm a senior
2 organizer for Fuse Washington. We're a leading
3 progressive grassroots group in the state.

4 I'm here representing thousands and thousands of
5 members, who have signed a petition asking you to
6 consider not only the cumulative impact it would have on
7 our region, but also the impacts of climate change that
8 the coal trains would bring about.

9 I've had the pleasure of being an organizer for the
10 last six years of my life. I've worked in over 13
11 states, in over 20 schools with over a hundred
12 volunteers, thousands of volunteers, and mostly young
13 people. And I know that it's not easy to get them out.
14 It's not easy to get them to come do things. It's not
15 easy for me to come do things, but I'd ask you to look
16 around today.

17 When you think about the people you saw today,
18 there's a lot of young people out here, and there's a
19 reason for that. We live in a new generation.

20 Growing up with the Internet, we've grown up with a
21 new empathy. We understand that our actions have
22 consequences whether we see them or not.

23 The young people that were here today understand
24 that this is the fight of our generation, and we will not
25 give it up. And I ask you today to please show us the

1 respect and the respect of the people of the Northwest to
2 look at the impact that this plan would have on the
3 entire region.

4 If a man is shot, do you swab the hole and brag
5 about the job it created and say that's good, or do you
6 look at the whole system of the body?

7 And by looking only in Bellingham or Cherry Point,
8 you'd be disregarding a multitude of impacts that could
9 be much greater than any impact that would happen at
10 Cherry Point.

11 I appreciate your time. I appreciate you giving us
12 this opportunity, and I truly, truly hope that you'll
13 look at those facts. Thank you.

14 SARA CASSIAN: Hi, my name is Sara Cassian,
15 and I'm a native-born Washingtonian. And first off, I
16 would like to say I'm 20 years old, and I still hold Walt
17 Disney in my heart.

18 When I was really little, I loved the movie classic
19 The Lion King by Disney. And whenever I'd go to the zoo
20 with my parents and see the lions I'd be overexcited, and
21 I would shout, Simba. There's Simba.

22 And today whenever I go to the aquarium, I see
23 children doing the exact same thing when they spy a
24 little clown fish and they yell the name, Nemo. It's
25 Nemo. That's just amazing.

1 And right now I think it's wonderful that Disney
2 Pixar introduced the next generation to the beautiful big
3 blue ocean and all the wonders and the life it has.

4 When I was little I also thought it would be really
5 cool, I'm sure many of you as well, regardless of your
6 age, thought it would be awesome to see a real life
7 dinosaur, right?

8 Well, they're gone now, and back then no one had the
9 power to protect them, but today we do have the power to
10 save creatures such as Nemo and Simba by stopping the
11 coal trains as a start.

12 And I really think that Disney has it right, and
13 Disney does show wonderful messages, such as one of my --
14 also, one of my other favorite classics, Pocahontas. The
15 song, Colors of the Wind, there's lyrics that say, every
16 rock, every tree, every creature has a life, has a spirit
17 and has a name.

18 And I think it's very important that we protect not
19 only our land base, but also our ocean because coal
20 trains, they can also damage the air, which can
21 eventually damage the big blue wet thing. Thank you.

22 STEPHANIE ANGELIS: Hello, my name is
23 Stephanie Angelis, and I'm a volunteer with Puget
24 Soundkeeper Alliance.

25 An environmental impact statement, the EIS, must

1 examine the full effects an action would have on the
2 environment based on the best available science. This
3 includes the local and international impacts along with
4 the propensity to increase greenhouse gases responsible
5 for anthropocentric climate change.

6 The World Bank has recently released this climate
7 report, which indicates global CO2 emissions require
8 considerable reduction to address climate change
9 scenarios. Concern is high regarding developed and
10 developing nations' ability to adapt to warmer climate
11 and sea level rise.

12 The Cherry Point proposal will increase the amount
13 of internationally-exported coal by a minimum of half,
14 but many estimates for maximum export are much higher.
15 The local impacts include wear to the tracks themselves,
16 the coal communities, shipping corridor communities,
17 adjacent and intersecting waterways and the soil.

18 Some effects are directly linked to human health
19 concerns while others are environmental damages, both of
20 which need to be addressed by this EIS.

21 International impacts include energy intensive
22 oceanic shipment, rail transport to power plant
23 facilities, investment and resulting dependence on fossil
24 fuel infrastructure.

25 Perhaps most pressing is the proposal's lack of

1 foresight into global climate change scenarios as
2 published by the Intergovernmental Panel on Climate
3 Change, IPCC.

4 However, despite a major movement to restrain
5 emissions at a level which will still increase the
6 temperature by two degrees Celsius, fossil fuels persist
7 in dominating our global economy.

8 The Cherry Point proposal would increase coal export
9 to China, resulting in a direct increase to greenhouse
10 gas emissions rather than attempting to decrease as
11 prominent climate scientists, the IPCC and World Bank
12 have strongly recommended.

13 It is my opinion as a student of the UW program of
14 the environment, as a volunteer, and as a Washington
15 citizen that the scoping of this project must account for
16 all of the externalities inherent in coal power.

17 I ask that you practice the precautionary principle,
18 account for the possible climate impacts and related
19 fiscal data, which accumulate as the study moves forward.

20 CLARK: Greetings, my name is Clark, and I'm
21 a native Washingtonian, was born and raised in Tacoma.
22 For the last 25 years, I've been making my living running
23 kayak tours off the west side of San Juan Island, Friday
24 Harbor.

25 I want to focus on two things, just jobs and the

1 effect that this would have on San Juan County, and also
2 just the effect that it might have on potential wildlife
3 in the area.

4 The number one economic driver on San Juan Island is
5 tourism. The building industry is kind of a distant
6 second, so it's a major, major thing on San Juan Island.

7 I personally employ 12 guides that work for me, and
8 they depend on clean, healthy water and everything that
9 that entails to support the wildlife and the amazing
10 diversity that just is apparent and part of the whole San
11 Juan Island ecosystem.

12 As a native Washingtonian, I am keenly aware of the
13 fact, and just being in the tourism industry for the last
14 25 years that the San Juan Islands are definitely one of
15 the jewels of the Northwest, if really not the world.
16 They're a marquee place, and we have people coming from
17 all over the world to come and kayak and paddle and enjoy
18 the San Juans.

19 The ripple effect that happens with my 12 employees
20 spending their dollars locally on the island as well as
21 the money that I spend on gas and food and that our
22 guests spend when they come and patronize local
23 restaurants and everything else is a major, major thing
24 as well.

25 The potential of this coal thing is basically a

1 disaster, and it's just a bad, bad idea. Thank you.

2 JOHANNA MOLLOY: Hi, there. Thank you so
3 much. I know this is a long day for everyone, and I'm
4 sure you've heard a million of these requests and
5 statistics and fights from both sides for many, many
6 years.

7 And I'm sure this is not a new thing for you, so I
8 appreciate your time that you're taking to stay this
9 long. And those of you who are still here, I really
10 appreciate your time as well.

11 My name is Johanna Molloy. I am a recent resident
12 of Edmonds, Washington where I have waited 23 years to
13 have the view and the condo of my dreams one block away
14 from the train station.

15 I love the little train whistle that comes by every
16 once in a while, and the ferry whistle that comes by. I
17 don't like having to stop for the train when I'm taking a
18 ferry over the traffic around there.

19 I am one of over 10,000 realtors, and I purchased my
20 property specifically, as you know as business people,
21 for the investment.

22 Now the property has a severe problem for not having
23 my investment realized. It will now deteriorate
24 substantially with even the rumor that we have a condo in
25 our complex that is not selling because of this very

1 topic.

2 So it is -- as a business situation, I have to say
3 that for realtors who are already struggling, trust me,
4 and have made purchases with their clients along that
5 area for the view, for the beauty and for every once in a
6 while train whistles, the pollution and other aspects
7 that you already know about are serious issues for us as
8 investors.

9 So as an investor and as a business person, I ask
10 you reconsider the location at least of this particular
11 issue. Thank you.

12 CHRIS HARMADA: My name's Chris Harmada. I
13 did not come here today expecting that I would speak.
14 Forgive me if I ramble, but there's no upside to this.
15 We'll get a few jobs building the port. We'll get a few
16 jobs maintaining the port. You know, a couple guys will
17 get to drive a train, and they'll get to go to work at
18 night and say, Daddy's going to work to kill your planet.

19 It really is that simple. We're killing the planet,
20 and it doesn't matter that somebody else has coal that's
21 dirtier and ours is a little cleaner. Killing's wrong.

22 We have oceans that are turning to acid. One of
23 these days, whether it's your children or your
24 grandchildren, they will not be able to eat fish.

25 We should not be talking about -- you know, if you

1 want to build a multiuse port, fine, but don't ship coal
2 out of it. If you want to talk about coal and burning
3 coal, you should be talking about how to stop it.

4 I don't have kids, and I'm glad I don't have kids
5 because I don't have to look at them and think of what
6 I'm going to leave them.

7 I mean, I don't know what your role is in this. My
8 definition of a man, whether you are a tool or whatever,
9 you leave it better than what you found it.

10 And if you vote for this, if you push this, you're
11 not leaving the planet better than you found it, and
12 you're not a man as far as I'm concerned. Thanks.

13 JEFF KING: Hi, my name is Jeff King. The
14 largest challenge facing our world today is global
15 warming. The largest contributor to global warming is
16 coal. The largest national consumer of coal is China.
17 Exporting coal to China is the most destructive thing
18 that we could possibly do.

19 Building this trade network would not only be
20 disastrous. It would be environmental suicide. In
21 decades past, the causes and impacts of global warming
22 were unknown or debatable. That is no longer so.

23 We all know our world is dying, and that coal is the
24 largest contributor to this disaster. Anyone who says
25 otherwise is either ignorant or lying.

1 In regards to those who say the coal train would
2 help our local economy, our economy will be healthy as
3 long as our society is healthy. And our society will be
4 healthy as long as our environment is healthy.

5 If we ruin our atmosphere, there will be no more
6 environment, no more society, and no more economy. So be
7 to be clear, the coal trade is bad for our economy.

8 This plan was created by rich and powerful
9 corporations for short-term gains of wealth. If we
10 facilitate the coal trade, we disregard and dismantle any
11 notion of combating global warming. Do not allow the
12 coal trade to happen.

13 I strongly oppose the use of coal and the
14 construction of any coal trade network here in Washington
15 State. Thank you.

16 CIRRUS ROBERT WOOD: My name is Cirrus Robert
17 Wood. I work with the Sierra Club, and I do not believe
18 that there is either a moral or any other claim upon me
19 to postpone the use of what nature has given me so that
20 the next generation or generations yet unborn may have an
21 opportunity to get what I myself ought to get.

22 Those aren't actually my words. Those are the words
23 of U.S. Senator Henry M. Teller of Colorado, former
24 Secretary of the Interior. He said them in 1909.

25 And these words then said we find offensive to think

1 in the 20th Century -- sorry, that this 20th Century man
2 had no thought for us as 21st Century inheritors.

3 We hear the argument for jobs. We have many jobs in
4 the Pacific Northwest, jobs in tourism, in shipping, in
5 fisheries, in timber, in agriculture.

6 This terminal which is proposed is by legal letter a
7 dry good bulk export terminal capable of holding 45
8 million tons of goods. And it could in theory ship
9 grain, but there is only one dry goods bulk commodity
10 which is meant.

11 I don't think we're prepared to export 45 million
12 tons of grain, nor could we export food stuffs from the
13 same terminal which we export mineral containing toxic
14 heavy metals.

15 By BNSF's own estimate, 85 percent of the coal dust
16 which would have been released is contained, but I cannot
17 say that it is a relief to know that our farmland, our
18 streams, our timberlands, our communities along shipping
19 lines, and, therefore, our homes, our work places, our
20 salmon and our breakfast cereal are 85 percent mercury
21 and arsenic free.

22 We object to coal as an energy source. We often
23 hear the argument that others would be happy to go to
24 renewable energy, but the infrastructure is not there.
25 It's not wide enough spread, or simply that that's just

1 not the way the world works to which I say if you really
2 want these things, if you really wish that you could use
3 renewable, then why not fight for it? I'm not holding
4 you back.

5 If you consider wind and solar as clean but
6 expensive, if you want clean air, but do not want to be
7 taxed for it, and especially if you do not believe in
8 human-induced climate change, would it bother you if we
9 made a better world for nothing, or is the Earth not
10 worth it?

11 I end with this quote: Ecosystems on the surfaces
12 they provide are financially significant, and to degrade
13 and damage them is tantamount to economic suicide, said
14 by Klaus Topper, head of the UN Environment Program.

15 Please study the toxic effect of coal dust on
16 already existing and economically vital industries, such
17 as ranching, farming and especially fisheries. Thank
18 you.

19 ADAM KENDALL: My name is Adam Kendall, and
20 I'm a proud Occupier. So I'm not going to like go into
21 detailed sentences because I think most of the points
22 have been made, so I'll just make my own points for why I
23 don't like the coal trains.

24 One, you had the Exxon-Valdez accident. You had the
25 Gulf oil spill a couple years ago. You had the Alberta

1 tar sands, which is destroying one of the world's largest
2 old-growth forests just to send China some oil, the dead
3 zones in the ocean, noise pollution. It becomes hard to
4 breathe on the waterfront.

5 And I guess the other main point I want to make is
6 that -- so, you know, we're creating jobs for these jobs
7 that destroy the environment, and I don't think that's
8 morally right just like I don't agree with people who
9 work at companies such as Haliburton, which makes bombs
10 and bombs kill people.

11 It's like is that morally right? So it's like we're
12 destroying the environment for jobs, and I just don't
13 agree with that.

14 And then people also mentioned that we live in the
15 Northwest, but the proper term is Cascadia, and so no
16 coal trains in Cascadia.

17 And I'm a pretty ambitious person. So if the coal
18 trains do go ahead because we aren't allowed to vote for
19 it, then since I am of age, then I'll probably consider
20 running for mayor. And if I do get elected, I'll ban
21 coal trains in Seattle. So, yeah, beam me up, Scotty.

22 JEREMY HALINEN: Hi, my name is Jeremy
23 Halinen. I'm a legal editor at a land use real estate
24 law firm in Tacoma.

25 I frequently take the bus to Tacoma, and I'm afraid

1 that traffic may be impacted, and it may take me longer
2 to get to work. That's not that big of a deal, really.
3 I'm more concerned about the health of my niece, who has
4 asthma.

5 I am also concerned about the potential impacts of
6 an earthquake in downtown Seattle or anywhere in the
7 Seattle region if one of these coal trains is passing
8 through at that time, and if that train then derails,
9 especially in a high-population area, what impacts that
10 would have.

11 I think that's something I haven't heard mentioned
12 yet tonight, and I would hope that this panel would look
13 into the impacts of that.

14 And one other thing, I was asthmatic as a child. I
15 was hospitalized several times, not being able to
16 breathe, had to be put on oxygen machines.

17 And I think there's an emotional impact that you
18 have to consider with health issues based on coal, that I
19 walked around oftentimes just dreading my next asthma
20 attack, always making sure I left home with my inhaler.

21 And the stress that that adds to someone's life, the
22 cumulative stress, it has very long-term negative health
23 effects, and it creates all sorts of burdens on
24 communities as well.

25 Not only did I have to worry about my health, but my

1 parents', my grandparents', my extended family, and that
2 doesn't raise the bar of the community. It lowers the
3 overall strength of the community. Thank you.

4 DANIEL BAGGETT: Thank you very much for your
5 attention. My name is Daniel Baggett. I am a resident
6 of Seattle, and I first wanted to start off with a quick
7 comment.

8 Earlier we heard someone talk about the
9 state-of-the-art facility that was going to be built,
10 particularly I think the implication was that the safety
11 standards and protection of the environment that would be
12 a part of that.

13 I just want to quickly comment that no matter how
14 state-of-the-art the facility is, it doesn't really do
15 any good if the ships carrying the coal crash into the
16 terminal and spill coal all over the water.

17 So I'd ask you first to look very carefully at the
18 safety records. You don't even need to do as a lay
19 person a detailed study of the safety record. You just
20 need to look at the news. In fact, this just happened
21 last week, the West Shore Terminal in Vancouver as I'm
22 sure you already know.

23 So you actually heard from my wife earlier today,
24 and we're expecting our first child. And so as a father
25 to be, I'm, of course, extremely concerned about the

1 long-term health impacts on the region for my children,
2 for us, for our community and future generations.

3 I actually wanted to just quickly say something
4 different, which is when you are considering the economic
5 impact of this, please consider the full economic impact
6 and over the long term.

7 Clearly, there is going to be some job creations.
8 That is an economic impact, but there's also going to be
9 a lot of other economic impacts; for example, the
10 negative impact on property value along the corridor that
11 we heard about, the impact of the traffic delays on our
12 economy.

13 The studies I've seen indicate that there's going to
14 be really quite a large impact on traffic, and how is
15 that going to affect our economy?

16 And then it's hard to measure this. And I'm running
17 out of time, but how do you measure the economic impact
18 on health impact? And so do the calculations of what
19 it's going to cost us in terms of healthcare. Thank you.

20 UNIDENTIFIED SPEAKER: Thank you for the
21 opportunity to speak. I am a private citizen and a
22 system analyst. I believe that these poor adaptations
23 are a boondoggle, that that is an issue that can be
24 examined separately, of course.

25 The Army Corps of Engineers asked for input on the

1 EIS scope. There are a wide number of factors that need
2 to be examined. Foremost in my mind are the health risks
3 to my family.

4 Beyond threatening the safety of my family, I find
5 there are repeated studies showing that there is racial
6 disproportionality, and the environmental effects from
7 such exploitative businesses.

8 While there are one-sided stories of economic gains,
9 I want the EIS to look at the complete and long-term
10 economic effect.

11 While the current markets in China for low-quality
12 coal, apparently from public lands, this is not a solid
13 projection 10 and 25 years old. Economically, it has
14 shown that there would probably be more jobs and
15 businesses lost than created from this.

16 I agree with the others who have asked for review of
17 the maritime, oceanic, air, meteorological, noise and
18 public health damage. It is important to consider the
19 entirety of these projects and the complete set of
20 factors noted.

21 I think it is worthwhile that it is an energy and
22 economic project, but this is a solution for an earlier
23 time. Our efforts should be building forward to our
24 current understanding of the modern and future world.

25

1 STATE OF WASHINGTON)
2) ss.
3 COUNTY OF KING)
4
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6

7 I, the undersigned Washington Certified Court
8 Reporter, do hereby certify:

9 That the foregoing public comments on the date
10 indicated on the caption sheet were reported
11 stenographically by me and thereafter reduced to
12 typewriting under my direction;

13 I further certify that the transcription is
14 true and correct to the best of my ability.

15 Signed this day of
16 , 2012.

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