

Individual Verbal Comment (Recorder)	Individual Verbal Comment (Court Reporter)	Public Verbal Comments (Room 1)	Public Verbal Comments (Room 2)
N/A	1 Doug Leonetti	1 Ben Stuckart	N/A
	2 Eileen Martin	2 Beth Leading	
	3 Steve Thompson	3 Suzi Hokonson	
	4 Cass Davis	4 Alaina Buffalo Spirit	
	5 Gary Pollard	5 Rich Hadley	
	6 Ellen Knight	6 Beth Kaeding	
	7 Cheryl Mc Millan	7 Jim De Walt	
	8 Teresa Nevins	8 Lauri Hennessey	
	9 Steve Peters	9 Matt Mc Coy	
	10 Dave Mc Kinstry	10 Ian Kramer	
	11 Janet Phillip	11 Philip Hottenstein	
	12 Leonard Butters	12 Kevin Foster	
	13 Robin Green	13 Dan Thompson	
	14 Marilyn Darilek	14 Darren William	
	15 Doug Ride	15 Richard Mize	
	16 Paul Martin	16 Steve Hart	
	17 Bill Johns	17 Danny Bennett	
	18 Barbara E. Smith	18 Matthew Lefcheck	
	19 Nancy Street	19 George Mc Grath	
	20 Jeremy Street	20 Bob Harmon	
	21 Claire Rudolf Murphy	21 Joe Smith	
	22 Jeffrey Lundell	22 Rob Holton	
	23 Max Reville	23 Dylan Ekins	
	24 Rusty Nelson	24 Dan Wilson	
	25 Justin Ellenbecker	25 Steve Black	
	26 Mary Farrell	26 Vanessa Braided Hair	
	27 Hank Chiappetta	27 Darren Volland	
	28 Pete Powell	28 Ron Black	
	29 Johanna De Vries	29 Ozzie Knezovich	
	30 David Walton	30 Gabe Hinkle	
	31 John Chamberlain	31 Cory Hayes	
	32 Al Toutant	32 David Baldrige	
	33 Alfred Butler	33 Donald Newton	
	34 Curtis Froscheiser	34 Daryl Dury	
	35 Morton Alexander	35 Dave White	
	36 Doug Perry	36 Jeff Baxter	
	37 Earl Elias	37 Dan Meckel	
	38 Adriann Killsnight	38 Lash Ashmore	
	39 Marilyn Reimann	39 Ressa Charter	
	40 Henry Reimann	40 Alyssa Krafft	
	41 Virginia Moos	41 Kristina Proszek	
	42 Ingrid Carlson	42 Aart Dolman	
	43 Kaden Walksnice	43 Harold Hoem	

Individual Verbal Comment (Recorder)	Individual Verbal Comment (Court Reporter)	Public Verbal Comments (Room 1)	Public Verbal Comments (Room 2)
	44 Jeff Hedge	44 Ray Willms	
	45 Janice Simchuk	45 Jan Hoem	
	46 Bob Murphy	46 Shannon Williamson	
	47 Mark Moore	47 Twa-Le Abrahamson- Swan	
	48 Dianne Bates	48 Kelsey Brasseur	
	49 Marie Shepard	49 David W. Bilsland	
	50 Charles Fisk	50 Lowell Chandler	
		51 Jon Snyder	
		52 Olive Lewis	
		53 Marie Shepard	
		54 Steve Holt	
		55 Ken Larson	
		56 Todd Eklof	
		57 Marian Hennings	
		58 Bruce Hunt	
		59 Aaron Qualls	
		60 Kaden Walksnice	
		61 Pete Powell	
		62 Mitchell Smith	
		63 Lesley Adams	
		64 Deb Abrahamson	
		65 Virjeana Brown	
		66 Jeff Gain	
		67 Julie Strandquist	
		68 John Osborn	
		69 Tom Schmidt	
		70 Nick Engelfried	
		71 Ellen Knight	
		72 Doug Beck	
		73 Marilyn Carpenter	
		74 David Camp	
		75 Ed Gulick	
		76 Burdette Birdinground	
		77 Bonnie Roberts	
		78 Laura Ackerman:	
		79 Cherry Ellis	
		80 Justin Ellenbecker	
		81 Nancy Street	
		82 Wade Sikorski	
		83 Richard Schmidt	
		84 Charles Beauchamp	

Spokane Meeting 12/4/12

135

**Individual Verbal Comment
(Recorder)**

**Individual Verbal Comment
(Court Reporter)**

**Public Verbal Comments
(Room 1)**

**Public Verbal Comments
(Room 2)**

85 Eva Krislock

Individual Verbal Comments (Transcriptionist)

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GATEWAY PACIFIC TERMINAL

PUBLIC HEARING

TAKEN ON
TUESDAY, DECEMBER 4, 2012
3:51 P.M.

404 NORTH HAVANA STREET
SPOKANE VALLEY, WASHINGTON 99202

1 **GATEWAY PACIFIC TERMINAL**

2 **PUBLIC HEARING**

3 **TAKEN ON**

4 **TUESDAY, DECEMBER 4, 2012**

5 **3:51 P.M.**

6 **DOUG LEONETTI:** 2017 East 15th, Spokane,

7 Washington 99203. I'm here in opposition to the proposal
8 for Gateway Pacific Terminal Cherry Point.

9 I live in Spokane. I'm a taxpayer in Spokane.
10 Own a couple of parcels.

11 I've understood that the railroads are not
12 required to pay any more than 5 percent of ground crossing
13 improvements, and I find that the burden would be left to
14 local taxpayers in the event of traffic delays, ground
15 crossing confusion and cluttering from the lengthy trains
16 that would be coming through Spokane.

17 I don't know what the improvements to date have
18 cost at a typical overpass or underpass where the tracks
19 are, but I understand that it would be injurious to the
20 public at large and costly to the taxpayers in Spokane to
21 have this increase in rail traffic help to determine
22 extraordinary costs for the community to absorb to allow
23 traffic to continue to flow in Spokane. So as a taxpayer,
24 I'm opposed to that burden being borne by the public.

25 Thanks.

1 **EVITA KRISLOCK:** 14711 East 15th Avenue, Spokane
2 Valley, Washington 99037. As a person of faith and a
3 daughter, a mother, a wife and hopefully a grandmother some
4 day, I'm very concerned about the environment and caring for
5 creation.

6 I'm also a former railroad employee, having been a
7 brakeman/conductor for Burlington Northern Santa Fe, and am
8 aware of the network of tracks and how it travels along our
9 waterways and the impact that the coal dust can have on our
10 water, which is a major part of what feeds us and sustains
11 life throughout the Inland Northwest, not just in Spokane,
12 but en route to the coast. And once that is polluted or
13 poisoned, you can't ever reclaim that, at least not for
14 several generations.

15 So in this scope hearing I'm just hoping that the
16 total impact and looking at big picture is considered from
17 the -- our air, which then filters down into -- settles into
18 the waterways and the loss of jobs that comes from loss of
19 tourism, the farmers, the fishermen, all as a result of the
20 pollution that comes from the coal ash and then not to
21 mention the diesel smoke and exhaust from the cars and the
22 traffic and pollution from that.

23 But that is just -- just to look at the big
24 picture, not just one part of it and not just Montana,
25 Idaho, Washington, but look at the impact on creation as a

1 whole.

2 **EILEEN MARTIN:** 1124 West 10th, Spokane,
3 Washington. I am an environmentalist. But more
4 importantly, I'm a mother and a grandmother.

5 I worry about the air quality. I worry about the
6 water quality. I worry about the fact that individuals with
7 a lot of money can make decisions that will affect half a
8 million people along the route of this.

9 I worry about the coal being burned and coming
10 back to us in the form of bad air. In the past two months
11 I've lost three friends with brain tumors, and it pains me.

12 I know we need jobs. I know that people want to
13 make money. But we need to do it in a sustainable way.

14 I thank you for your time.

15 **STEVE THOMPSON:** P.O. Box 4471, Whitefish, Montana
16 59937. Climate is a national security issue, according to
17 the Pentagon. The Army Corps of Engineers is part of our
18 U.S. Military infrastructure, so the scoping has to include
19 the issue of national security.

20 The mitigation to reduce the impacts to our
21 national security from the climate chaos that is approaching
22 is to stop putting fossil fuels up into the air.

23 These proposed ports will directly facilitate
24 burning more coal in China where there's no regulation and
25 they're just going crazy. If we start to cut off the supply

1 of coal to China, then we can start to get a handle on this
2 issue. We've got to keep the coal in the ground.

3 I'm from Montana where we have these strange
4 federal laws that allow private industry to condemn private
5 ranches. We have ranchers in the Tongue River Valley that
6 don't want a railroad forced down the middle of their
7 valley. The railroad companies want to put a railroad there
8 in order to ship coal from open pit coal mines that have not
9 been built yet. They want to build these coal mines, ship
10 on the Tongue River railroad all the way across Montana so
11 we can export it to China. All these things are connected.

12 We should keep the coal in the ground. We should
13 take away the right of private industry to use federal
14 powers to condemn and take the private land of ranchers in
15 Montana.

16 And so when we look at all of the issues facing
17 the federal government, they're all connected. And we
18 shouldn't just be doing these one-off decisions. So the
19 true scope of this is looking at the impacts of climate,
20 looking at the question of condemnation of private ranches
21 for building railroad coal trains.

22 **CASS DAVIS:** 1041 Iverson Road, Moscow, Idaho. I
23 grew up in a heavy industrial area where mining was very
24 important to the economy of the people, and yet that area
25 was left to be a Super Fund site, cleaned up by the

1 taxpayers of America. It's Idaho's Silver Valley.

2 As a child, I was lead poisoned very bad, which
3 makes my oral submission a necessity because I have learning
4 disabilities because of all the lead contamination as a
5 child.

6 So as an environmentalist, I take a stand against
7 industry and the export of this coal because of the crisis
8 of the climate change that's happening right now.

9 I believe that this whole thing reeks of industry
10 controlling government. I believe that the fact that we
11 don't get to orally speak here because industry has stacked
12 the meeting is a very horrible sham for the Corps of
13 Engineers to engage in.

14 I am against this coal train export. I'm not just
15 against the shipment of coal, but I think the coal needs to
16 stay in the ground. I think all coal, all oil, gas and this
17 kind of infrastructure in America for jobs can only come
18 second to the environment.

19 Jobs are a necessity for our population as we know
20 it, but jobs are not a necessity for human survival.
21 Shelter, clean air, clean water and nutritional food are
22 what we need. We do not need jobs, not at the cost of our
23 environment.

24 Climate change is coming at a fast rate. We face
25 extinction as a species, and I think that is not even put

1 into the argument. Perhaps we're not at all providing a
2 future for our children, but are providing no future for our
3 children. The coal should stay in the ground.

4 **GARY POLLARD:** 908 West 1st Avenue, Spokane,
5 Washington 99201. I'm the chairman of the Riverside
6 Neighborhood Council, representing the residents and
7 business and property owners in the downtown corridor of
8 Spokane. We have concerns, and I have permission to speak
9 for all.

10 What impacts do the coal trains have on two
11 national historic registry districts?

12 How would increased train traffic impact the
13 economic viability of our loft apartments, condos, located
14 within the historic buildings within this corridor?

15 How would the emissions from the increase affect
16 the health of those living along the corridor?

17 We're concerned about vibration, noise, diesel
18 emissions, coal dust emitted from open rail cars, open dust
19 generated by moving the cars along the corridor.

20 What is the distance from the tracks that would be
21 impacted by the increased traffic?

22 What baseline study -- will a baseline study be
23 conducted to determine existing conditions for human health
24 and air quality along the corridor?

25 Example: Will a baseline study be completed?

1 Will monitoring be conducted along the corridor to
2 determine increase in noise levels, diesel emissions, coal
3 dust emissions?

4 What mitigating measures can be taken to reduce
5 coal dust and diesel emissions?

6 In order to control dust from escaping the rail
7 cars during transit along the corridor, can the suppressant
8 be sprayed on after loading to encapsulate the coal surface?

9 Are there diesel fuels that have lower levels of
10 emissions?

11 Are there engines and exhaust control technologies
12 that emit lower levels of emissions?

13 How does speed through the downtown affect
14 emissions and particulates, gases and noise?

15 In conclusion, the east side of Washington has a
16 wide network of railroad spurs that are used by our apples
17 and wheat industries. Why can't they be used by the coal
18 industry and thereby bypassing Spokane?

19 **ELLEN KNIGHT:** 5800 Rattlesnake Drive, Missoula,
20 Montana 59802. I have something to say that in all my years
21 of testifying I've never heard said before.

22 The loyal opposition to this project is made up of
23 regular citizens like myself. Unlike the proponents, we do
24 not regularly have the ear of the powers that be. We
25 certainly do not have their financial and other resources.

1 There are those of us who came 500 miles to this
2 hearing in Spokane because there is no hearing in Montana
3 even though coal will be mined there, groundwater damaged,
4 communities disrupted, safety jeopardized and air pollution
5 borne.

6 Is it any wonder that we wonder if in the back
7 rooms a deal has already been cut to our distinct detriment?

8 I don't know the answer. But I'm sure others have
9 the same concerns. And I'd respectfully ask three things.
10 Well, if I was in the room, I would have asked people with
11 these concerns to stand up, and I'm sure a lot of them would
12 have.

13 Second, I want them to do a programmatic EIS so
14 that all issues can be addressed and all parties included
15 without having to travel 500 miles.

16 Three, I want them as decision makers to assure us
17 that they will make their decisions with the utmost
18 integrity and without regard to any possible underlying
19 influence from anyone else.

20 Our democracy and the monumental importance of the
21 central issues at hand, climate change, demand nothing less.

22 **CHERYL MC MILLAN:** 1428 Harrison Street, Missoula,
23 Montana 59802. I'm just wanting to say that there will be
24 huge impacts in places other than Cherry Point if you permit
25 this export terminal. It's to leave people, such as us in

1 Montana, out of the discussions when we will be deeply
2 affected by the coal trains that will come should the
3 terminal be built.

4 Here are my concerns:

5 One, safety. I'll wager that every town across
6 the -- along the track will be impacted by the inability of
7 firefighters and ambulances to cross tracks quickly in an
8 emergency.

9 Two examples. Missoula, Montana 20 coal trains a
10 day means the Rattlesnake Valley and the north side of
11 Missoula will be largely cut off from accessing the main
12 downtown for several hours a day and during the night. So
13 that will back up traffic, etcetera.

14 Second example. Frenchtown, Montana is a small
15 town, and it's divided by the railroad. On one side of
16 town, in addition to houses and businesses, are the grade
17 schools and the fire department. On the other side of town
18 are located businesses, homes and the high school.

19 So there's no way to get across the tracks if
20 there are trains there. So how will the emergency services
21 get across the tracks if a train is coming?

22 Three, other rail services. If coal trains take
23 up many hours a day as 20 of them pass along the rails, how
24 will other products now served by the trains find their way
25 to markets?

1 Fourth, air quality. It's clear that coal trains
2 lose a lot of coal along the way. It's unclear where they
3 lose it and in what form and what the impact will be on air
4 quality.

5 In addition, trains idling on the tracks, which
6 we're already seeing, release diesel emissions with
7 detrimental health effects.

8 **TERESA NEVINS:** 3108 West 6th Avenue, Spokane,
9 Washington 99224. Two issues I'd like to talk about.

10 Health: My husband and I now have -- we both have
11 asthma. We live one block from the train tracks. I believe
12 that if we had any more trains coming through Spokane, this
13 would be extremely detrimental to our health, perhaps even
14 causing death.

15 The second issue I haven't heard about is who's
16 going to foot the bill for all the bridges over the
17 intersections that will need to be done over the railroad
18 tracks? How many will we have? How much do they cost? And
19 how much will the coal companies be contributing? I heard
20 they'd cost \$20 million apiece and that the coal companies
21 would only be contributing 5 percent. Sounds like a bad
22 deal to me.

23 Thank you.

24 **STEVE PETERS:** 2918 North Laura Road, Spokane,
25 Washington 99212. My comment on the coal train process is

1 as follows:

2 We live -- our address, our home, is located
3 between the Burlington Northern tracks and the Union Pacific
4 tracks in Millwood, Washington.

5 On an average day we have approximately 15 to 20
6 trains during the daylight hours and an unknown number of
7 trains identically at night on both tracks.

8 Over the last couple of years we have felt more
9 and more vibration from all of the ore trains that are going
10 on the Union Pacific track and of course probably the same
11 phenomenon on the Burlington tracks.

12 Something has to be done about the hauling of ore.
13 Because if they add all these extra coal trains through the
14 communities on one or both of the tracks, we're going to
15 have additional noise pollution, dust pollution, it's
16 causing air disruption among the people that actually live
17 along the track area there.

18 And one of the problems, the greatest problems
19 we're having is the sand and the vibration in our basements
20 from the vibration in the ground.

21 But the other problem is the noise. It's getting
22 very difficult to sleep at night because of the train noise.
23 We wish that they would consider that and find another route
24 to come through the area.

25 That's our comment.

1 **DAVE MC KINSTRY:** 1805 5th Street, Cheney,
2 Washington. Noise pollution is one big issue. We live a
3 half to three quarters of a mile from the track, but it's
4 still very common for me even with sleeping pills and
5 earplugs to get awakened in the middle of the night by the
6 train whistles.

7 Second issue is air pollution from the coal trains
8 and the diesel fumes coming from them. Both of these are
9 health issues.

10 Congestion along the tracks in Cheney. If they
11 increase -- I mean we already have I think on the order of
12 70 trains a day. I know I heard at least three in one hour
13 last night.

14 Burning of coal in general is the dirtiest fuel we
15 have, and it doesn't matter whether it's burned in China or
16 here. It's still going to contribute to air pollution.

17 It's going to undercut jobs in this country. I
18 mean we're providing energy to China to take our jobs away
19 from us. And I don't know how many jobs are coming from the
20 coal industry for this thing, but I don't think it's going
21 to compare with what we're losing otherwise.

22 Public lands are being used. And devastated in
23 some cases.

24 In the future coal might be used for other things.
25 I mean we're burning a resource that we can't get back. Who

1 knows what we can synthesize from coal in the future?

2 We also don't know how long China's going to want
3 this coal. So it may be all money wasted for a few years of
4 sales.

5 Those are the main issues. I don't know if I got
6 it in under two minutes.

7 **JANET PHILLIP:** 1812 5th Street, Cheney,
8 Washington 99004. Okay. I have two main concerns about the
9 coal trains.

10 It is my understanding there's going to be a lot
11 more trains going through -- by Cheney. And there's no fire
12 station/rescue station on the -- the other side of the
13 tracks. Most of Cheney's on one side of the tracks with
14 fire stations, but there are some residents on the other
15 side of the tracks. And there would be -- there's no
16 overpass or bridge to get to the other side of the tracks.
17 So if someone's having a heart attack or a fire, how do we
18 serve them?

19 So possibly an overpass or a bridge. Money's
20 limited. So it's probably hard to staff the other side.
21 We're just a small town.

22 And then the second item is train whistle noise.
23 Because that's very -- it can be very loud, and it's already
24 disrupting people's sleep. And then with that many more
25 whistles every night, it's going to be difficult on people's

1 health. And I'm afraid that property values will drop.

2 And my only question is can our possible solution
3 for the city of Cheney, is there a way to pass a law or
4 something so they don't blow the whistle in town.

5 And that's the end of my comments.

6 **LEONARD BUTTERS:** 2006 East 64th Avenue, Spokane,
7 Washington 99223.

8 I'm going to talk about two little things, because
9 I don't think this meeting here is going to solve any of the
10 big things like global warming and that sort of thing.

11 There is some concern in the community about coal
12 dust. And a way I think that that could be mitigated
13 throughout the community is for the railroad to clean
14 underneath the viaducts. They're really filthy. They never
15 get rained on and cleaned off. Nobody owns them because
16 there's no business or home there that cares about cleaning
17 them up. And I suppose the city is responsible, but it
18 would be a nice gesture I think for the railroads to simply
19 clean under the viaducts.

20 The other thing is the methodology by which they
21 take these 75 comments in the adjacent room there.

22 Cathy McMorris, Republican Congressman, has her
23 town hall meetings, and she lets everybody ask to speak by a
24 little postcard, and then they put that in a box or
25 something and draw these numbers out and then just post them

1 on an overhead slide projector so that the next three or
2 four people know that they need to come up and get ready to
3 speak. But that allows everyone in the audience a chance to
4 speak, not just the first 75 most radical members --
5 attendees -- to do that.

6 **ROBIN GREEN:** 11927 East Railroad Circle. And I'm
7 near the Pines and Trent crossing. Spokane Valley,
8 Washington. I've been there for five years, and I've been
9 going back and forth with Burlington Northern Santa Fe for
10 quite some time. I've discovered some issues, and I would
11 call them -- for instance, they used to use straps to mend
12 the splices on the tracks. But I've talked to them, and
13 they come out and they started welding the tracks. That's
14 an improvement.

15 But the crossing, the whistles, the decibels, it's
16 a bombardment. And I think it impacts the health too, short
17 term and long term. So I've always had that consideration.

18 And I wanted to minimize the impact there, what I
19 could. So what I did, I designed a crossing system that
20 would eliminate the use of the whistle, increase the safety
21 of the crossing, and perhaps make the rail cars more
22 efficient as they're crossing.

23 So I wanted to have some consideration for that.

24 And one of the major reasons why is that I think
25 it impacts my health, but there's a school next to it, Trent

1 Elementary, and all those kids -- I know they're not going
2 to argue the effect of those decibels. But I know they feel
3 it. I know that there's a health concern. And I want to
4 speak to that issue. So that's the reason why I'm here.

5 I'm not political, for or against, but I'm
6 concerned about that crossing. I'm concerned about the
7 children and the Railroad Circle neighborhood, the
8 community, and I think if we reduce those decibels to zero,
9 we'd have a happy neighborhood. No doubt.

10 So that's my concern. Stop.

11 **MARILYN DARILEK:** 1814 West Briarcliff Lane, and
12 it's Spokane, Washington 99208.

13 I just would like my opinion on the record that
14 I'm opposed to the coal shipments. I believe it's
15 unethical, first and foremost, for our nation to pose as a
16 leader in the world for pursuing green sustainable energy
17 and environmental clarity and yet investing in supporting an
18 infrastructure that feeds the corporate interests of dirty
19 coal, fracking and all that kind of thing.

20 I think that public health needs to be factored
21 into the cost-benefit analysis. Also environmental health.
22 I believe that it's very important that we not strip our
23 natural resources that are especially polluting and ship
24 them overseas to China or any other developing economy.

25 It's in our world's best interest to not continue

1 this kind of energy source. And instead we need to be
2 putting our money, our job development, our economic
3 development, into clean, green sustainable lasting jobs and
4 energy sources.

5 **DOUG RIDE:** 19410 East Buckeye Avenue, Spokane
6 Valley, Washington 99027. I'm for it for a couple reasons.

7 China's burning a lot of coal and they're burning
8 high sulfur coal. If we ship them low sulfur coal from
9 Wyoming, it's going -- that is going to help the CO2
10 emissions from Chinese burning coal. So it's probably going
11 to lower it a little bit. I don't know how much, but it's
12 probably going to help the CO2 emissions.

13 And plus it's going to help our economy. The
14 argument these people are doing, they're trying scare
15 tactics with the number of trains coming through here and
16 the coal dust.

17 There is no coal dust, because they -- they're
18 coating the coal with something when they load it to keep it
19 so there is no dust.

20 And the trains coming through Spokane now, when
21 they come through they don't stop because they change all
22 the train crews at Hauser. So when they come through here,
23 they're -- in the time element it takes them to get through
24 town with the speed limits they have to travel at, you know,
25 it's probably 10 or 15 minutes maybe at the outside and

1 they're gone.

2 So -- I guess that's my feeling. I'm around the
3 railroad a lot. I know what the railroad operation is. And
4 there isn't going to be any 60 trains a day going through
5 here hauling coal, period. I don't know where they came up
6 with that idiotic. I was telling a guy outside, an average
7 train, if it carried 15,000 tons, which is probably
8 somewhere in the neighborhood, if ten trains a day came
9 through, that's 150,000 ton of coal. Ten trains. And they
10 would probably take -- I don't know for sure, but I suppose
11 it would take five or six ships to haul that much coal, you
12 know. So if you think about the logistics of the number of
13 trains, a thousand -- the number of tons and the ships that
14 they have to have to haul it, I don't know. I guess that's
15 enough.

16 **PAUL MARTIN:** 3402 West 3rd Avenue, Spokane,
17 Washington 99224. So I live approximately 150 yards --
18 that's about 450 feet -- from a major line running into
19 Downtown Spokane on the west side of Spokane.

20 I know from previous experience from doing
21 environmental science and also natural science classes --
22 and I'm a full-time student and I also teach -- that
23 currently we have -- our property has 200 parts per million
24 of extended extracted -- what's called extracted lead
25 particulates. That's close to a thousand. That's in the

1 dangerous high level region.

2 My major concern is -- and we're also very close
3 on the selenium and mercury.

4 My major concern is going to be because of the
5 increased traffic, what is in place as a follow-up to the
6 environmental surveys as time continues on, when they do
7 decide to send these things through.

8 And also if there is an environmental impact study
9 done, how much are they going to look at the affecting of
10 the property values and the health of the individuals living
11 along the line. Because, like I said, we don't live that
12 far from a rail line that runs through the center of
13 Downtown Spokane.

14 And I happen to know from experiments that most of
15 our land is at least contaminated with lead, and that
16 probably is coming from either diesel or times when they
17 transported it.

18 So my real question would be that they're doing --
19 are they looking at what's coming out of these and how it's
20 affecting the local environment.

21 For instance, when they run the trains, will we be
22 able to grow vegetables or such along the line and not have
23 them end up being contaminated. Because there are so many
24 universities in this area, it's not that hard to go and
25 check yourself to do it.

1 So it's something that is really kind of a concern
2 from my point. So that's really -- that was it.

3 **BILL JOHNS:** 12608 South Scribner Road, Cheney,
4 Washington 99004. I've lived for 30 years along the
5 original Great Northern route, which is the Burlington
6 Northern Santa Fe route. And I see no evidence of coal dust
7 or anything else along my property. And I've been there
8 over 30 years. So as far as impacts, I don't see expanding
9 the scope of what they had before. I think the scope over
10 on the coast is enough to cover this project.

11 Otherwise we're going to be restricting a business
12 from actually adding more trains. I mean if cars were
13 selling more, would we have an EIS clear across the country
14 so that people -- because they put more trains on to haul
15 these cars? I don't think so.

16 So thanks.

17 **BARBARA E. SMITH:** 6121 North Elgin Street,
18 Spokane, Washington 99205-6935.

19 I would like to say that I'm against this. Our
20 environment is so screwed up already, we don't need coal
21 going through Spokane. We don't need coal being shipped to
22 China to further pollute the air.

23 The air in Alaska is so polluted from Chinese coal
24 burning. The Chinese people suffer from it. We suffer from
25 the effects of the wind bringing it in.

1 It's a hazard to the area of the railroad tracks.
2 It's a hazard of getting in the air and further polluting
3 Spokane.

4 I'm done.

5 **NANCY STREET:** 527 Clover Street, Cheney,
6 Washington 99004. This is a comment that I wanted to make
7 in front of the group, and I didn't get a ticket.

8 I'm Dr. Nancy Street that lives six blocks from
9 the train tracks and two blocks from Eastern Washington
10 University. The train is very loud. We hear the noise
11 morning, afternoon and night.

12 Imagine having this series of blasts, four in a
13 row at each of five crossings in Cheney for each train, and
14 there are 50 trains per day. One to five of those are coal
15 trains, according to the BNSF spokesperson Gus Melonas.

16 I have clocked three trains in 30 minutes. In
17 addition to BNSF, there are trains from the Union Pacific
18 track as well.

19 Now, most people in Cheney live closer to the
20 tracks than we do. Senior citizens, nursing home residents,
21 school children, Eastern Washington University staff and
22 students, and merchants along the 1st Street report that
23 they have to stop talking when a train passes. So this is
24 disrupting business.

25 Stress, anxiety, disturbed sleep, anger all result

1 from this annoyance.

2 We psychologists are aware of considerable
3 research on the adverse effects of sleep loss, both mental
4 and physical.

5 What will happen to Cheney residents when we add
6 62 more trains now?

7 Please research further the effect of more train
8 pollution, noise pollution.

9 **JEREMY STREET:** 527 Clover Street, Cheney,
10 Washington 99004.

11 I'm concerned mainly for the people on the wrong
12 side of the tracks who have limited availability of
13 emergency vehicles and who that will -- that problem will
14 increase. So that's my concern mainly for them.

15 Because it's -- we were just over on the track --
16 across the tracks yesterday, and I didn't know it, but
17 there's a place called The Grove which has I understand 500
18 beds. It's a relevantly nice facility. I thought it was a
19 retirement community, but apparently it's just apartments.
20 But they weren't aware -- or the manager or the assistant
21 manager wasn't aware that there's potential for more train
22 traffic, and I wasn't able to talk to them about why that's
23 a big concern for them as far as emergency services. But I
24 would think fire services in particular would be a concern
25 because fires move so fast once they get started. And if

1 there's a problem getting vehicles across three minutes or
2 whatever it takes for the train to pass, five minutes can be
3 the whole -- can be the whole time that a fire takes to run
4 its -- most destructive portion of its course.

5 So that's what I would like to have looked into.
6 Is what increase of threat there is due to fire and other
7 health things like heart attacks, how that will be impacted.
8 And also that's probably sufficient.

9 **CLAIRE RUDOLF MURPHY:** 1823 West Cannon Place
10 Lane, Spokane, Washington 99204.

11 Good evening. I'm testifying out of concern for a
12 long-range look at our environment. I'm concerned about air
13 quality. I'm concerned about us using coal as a short-term
14 measure, rather than looking at long-term environmental
15 impact.

16 I lived in Alaska many years. There was this kind
17 of debate in Alaska over oil production and whether we
18 should put in additional pipelines, gas lines. Always comes
19 down to we can't live on fossil fuels forever. We need to
20 look at alternatives. By supplying this coal to China,
21 we're saying, "Come on board. Just do the same things we've
22 done. Clog up your air even more. Don't look at
23 alternatives."

24 There's so many impacts of this. We take the
25 coal from Montana, we put it on trains.

1 I live in Spokane, Washington on the bluff above
2 the trains. I personally and my children and grandchildren
3 and neighbors will be devastated by coal, the air, that is,
4 and Latah Creek and everything.

5 The streets of Spokane, school children, traffic
6 will be stopped by 20 to 60 additional trains coming
7 through.

8 Then we go to all these ports, whether it's
9 Oregon, Washington, and what are we going to do about all
10 the fossil fuel we're using to ship this coal to China?
11 Which then will burn it without any environmental rules or
12 regulations, adding to the environmental air quality that
13 affects all of us in this world.

14 I beg that we look -- our government officials,
15 our businesspeople -- look ahead to 20 years, 50 years, a
16 hundred years. I fear my grandchildren will say, "Thanks,
17 Grandma. You didn't do what you could have to help our
18 environment."

19 Please look ahead to alternative fuels and stop
20 the dependency on fossil fuels.

21 Thank you.

22 **JEFFREY LUNDELL:** 13223 East 29th, Unit 12,
23 Spokane Valley, Washington 99216.

24 I just want to come out and put my vote as being
25 against this coal train. I've been a bus driver and a big

1 rig driver, and I remember for years they were saying diesel
2 fumes were not dangerous to your health. And now years
3 later they -- oh, well, all that particulate is dangerous to
4 your health.

5 So maybe the coal dust blowing off the coal cars
6 isn't a big concern. Just the sheer number of the diesel
7 engines coming through town will be a concern.

8 Also I believe that we should do everything we can
9 to curtail the whole coal industry, because they are using
10 all their muscle to keep this technology going throughout
11 the world. And we should be shifting immediately to wind
12 and solar globally.

13 End of comment.

14 **MAX REVILLE:** 820 West Augusta, Spokane,
15 Washington 99205.

16 Dear Army Corps of Engineers:

17 We already have enough cancer in this world, and
18 this train coming through can create more because it will
19 put cancer-causing pollution in the air.

20 And my brother is about to have a kid in a few
21 weeks, and what if his kid gets sick from breathing in the
22 pollution and gets cancer? They wouldn't know until it's
23 too late. And what if your kid or baby gets sick from the
24 pollution and gets cancer and dies?

25 So do you really want a bunch of dead babies on

1 your hands? So say no to the train.

2 Thank you.

3 Oh, yeah, and our lungs are only supposed to
4 consume one thing, and that's air. End of quote.

5 **RUSTY NELSON:** 12618 South Harvard Road, Rockford,
6 Washington 99030. Now, I just have prepared remarks that
7 I'm going to read in there.

8 Some of my friends can address statistical pieces
9 of the puzzle with which we are confronted. As a retired
10 landowner and father and grandfather of Spokane natives, I
11 feel entitled to look at a bigger picture.

12 The Spokane area was part of the chum offered to
13 corporate sharks in the feeding frenzy called NAFTA. Some
14 of us who escaped with our homes and dignity, if not our
15 jobs, predicted the extreme economic polarization and
16 corporate hegemony which make big energy confident that we
17 are ready to be railroaded again.

18 I believe the coal shooting of our neighborhood
19 will punish my wife and grandchildren who suffer from
20 asthma. Can you give me any assurance that respiratory
21 problems will not be aggravated by the multiplication of
22 trains and anachronistic payloads?

23 I also fear such traffic will sweep away hopes
24 that our area might again use clean energy for manufacturing
25 and transportation or might seize 21st Century opportunities

1 to manufacture, use and export components for alternative
2 energy, taking us from the slippery slope of globalization
3 over the cliff of Third World status.

4 Having been around this block before, I know
5 corporations will not suddenly decide to place our land,
6 air, water and our population ahead of profits. My only
7 hope is that the strong and visionary among us will continue
8 the struggle for truth and justice until Mr. Peabody's coal
9 train can be sidetracked and housed at a museum for obsolete
10 technology.

11 **JUSTIN ELLENBECKER:** 1304 West Broadway, Spokane,
12 Washington 99201.

13 Being a resident of the zip code 99201, there is a
14 recent article that came out via The Inlander that spoke
15 about how individuals living within this zip code, one that
16 could be characterized as on the wrong side of the tracks,
17 have a life span that is on average between 15 and 18 years
18 shorter than those that are living only a couple of miles
19 away. We already have significant health and other effects
20 that people must suffer through by just living here.

21 Now, I'm an individual who lives here by choice
22 because it represents a part of our town that has incredible
23 history to it, has amazing amenities within a very short
24 walking distance.

25 However, I do not think that simply by living here

1 people should have to suffer through the various ill health
2 effects of the on average one ton of coal dust per mile
3 traveled by these trains in the course of a day.

4 This is something that has been well documented
5 within Helena as they've already seen -- they've already
6 seen these trains travel along the tracks, and they have
7 borne witness to what's taking place.

8 I have a young son who's seven years old. I have
9 high aspirations for him, as I'm sure any father or mother
10 would have for their children; however, I don't think that
11 just based off of the basis of a possibility of some jobs,
12 we should sacrifice our health. We have a nuclear bomb-
13 making industry that I'm sure had a lot of jobs associated
14 with it; however, we don't continue testing radioactive
15 munitions simply because we don't want to get rid of jobs.

16 There is -- there was a really apt comparison made
17 a little while ago about the effects of climate change,
18 which this is getting outside of the "not in my backyard"
19 scope of this.

20 Barry Bonds, while none of his specific home runs
21 are attributed to steroids, you can't say home run No. 33,
22 that was steroids. No. However, steroids have been known
23 to have an effect on making him hit those home runs further
24 and having him hit more, and that is the same thing that
25 we've seen with Super Storm Sandy and this recent storm that

1 just hit the Philippines a little while ago. Record storm
2 surges, higher amounts of them. These are things that we
3 can't continue to allow within our lifetimes.

4 Thank you.

5 **MARY FARRELL:** 426 West 24th Avenue, Spokane,
6 Washington 99203. Hi. I'm here to give my testimony
7 against this project.

8 I grew up in Whatcom County, and it -- and we
9 always liked to say it was the most beautiful place on
10 earth. And I think that this project is going to bring a
11 lot of degradation to the environment by bringing more
12 people and bringing -- and also I'm very concerned about the
13 impact on Birch Bay and the water area and the wetlands
14 around there. And I really would hate to see Whatcom County
15 spoiled.

16 Now I live in Spokane, and I'm very concerned
17 about the trains coming through because of the impact on our
18 local infrastructure, which I'm afraid that taxpayers are
19 going to end up paying for improvements.

20 And I really would like to say that I would like
21 this environmental impact statement to look at everything,
22 from Montana through Idaho, Washington, all the way to
23 Whatcom County and also to take into consideration the
24 global effects of continuing to burn coal. And by the time
25 China is burning all this coal, we are going to have a huge

1 impact worldwide that is going to be very detrimental.

2 And I believe that we should be looking at ways --
3 instead of ways to ship coal by train, we should be looking
4 at ways to decrease our dependence on fossil fuels for the
5 good of our earth and the future of our children.

6 **HANK CHIAPPETTA:** 6306 West Antler, Deer Park,
7 Washington.

8 I feel that by selling something from American
9 soil to a country that don't have pollution laws and
10 pollution standards we have in this country is wrong. I
11 think the pollutants will greatly affect our rivers, our
12 creeks.

13 I'm an artist. I'm all over the mountains here.
14 Spokane is the gateway to the center of the eastern part of
15 the Northwest. And here's the mountain and stuff and all
16 our riverbeds are in danger. I have seen a coal train, and
17 they do leave dust when they go. You're talking about a
18 fine particle which is being blown out of the back of a coal
19 train.

20 It affects our children, it affects my children,
21 and some day their children. They may have deformities at
22 birth. And I think that when you pollute the earth with
23 what comes from coal, which would be mercury and other
24 contaminants, that it directly affects our water systems and
25 our soil where we grow our crops.

1 **PETE POWELL:** West 3414 Northwest Boulevard,
2 Spokane, Washington 99205.

3 My main concern is the rail traffic safety through
4 Spokane County. I'm a 25-year veteran of the Washington
5 State Patrol. I worked my entire career in rural Spokane
6 County and have seen numerous rural crossing accidents and
7 derailments. I'm concerned that any additional rail traffic
8 is going to be more of a hazard and an obvious risk for
9 derailments and collisions.

10 And it's just like any time that you exacerbate
11 anything from driving on potholes, it's going to make the
12 street worse. More trains coming through Spokane,
13 particularly heavy coal trains, are going to be detrimental
14 to the tracks and the infrastructure.

15 That being said, the number of trains coming
16 through Spokane may or may not reach its maximum with this,
17 but the infrastructure throughout the United States in terms
18 of railroads has always been a concern to every community.

19 My idea is that if we need to ship coal to China,
20 figure out a different way to do it other than rail trains
21 that will be running through three states on their way to
22 the ports in -- on the coast.

23 My thought also is that by sending coal to China,
24 we are doing a disservice to the generations of children and
25 our grandchildren to come with the obvious pollution

1 factors. The fact that carbon dioxide from China has risen
2 10 percent this past year and -- this past year that they
3 are keeping records -- and ours went down 2 percent. So
4 it's counterproductive for us to send our coal to a country
5 that is going to burn it without any restrictions.

6 There's too many reasons for me in two minutes to
7 say why I'm against it, but that's where I'm at.

8 Thank you.

9 **JOHANNA DE VRIES:** 1304 West Montana Street,
10 Livingston, Montana 59047. Hi. I'm Jo DeVries, and I'm
11 from Livingston, Montana, which is a railroad town. And the
12 railroad bisects the town. I live on the north end.

13 Unfortunately, we just have three crossings. And
14 sometimes it is hard to get to the main part of town when
15 the railroad -- when the trains are stopped. We have one
16 underpass only, and sometimes that's congested and floods
17 easily.

18 My concern with the increased rail traffic is
19 access to the north end. My son is a paramedic fireman.
20 Right now they use the underpass, but it is narrow and it
21 does flood. He says there hasn't been an incident, but it's
22 possible if the rail traffic doubles, there might be.

23 Livingston is a depressed area. There's not many
24 jobs. So I sympathize with the jobs, the problems in
25 Spokane and Washington.

1 But what we need is sustainable jobs and renewable
2 energy, something that is not going to pollute the
3 environment, cause air pollution issues or other problems as
4 well.

5 There are ways to get around the burning of coal.
6 And I also -- before Livingston I lived in several
7 countries, including Tanzania, Liberia, Sudan, Egypt and
8 Vancouver. Many years, 26 years. And many of those were
9 Third World countries. One reason they were Third World or
10 developing countries is because their resources were
11 exported. And America is not a Third World country. We
12 should not be exporting our natural resources. If that's
13 the main reason for building the port, I think they should
14 look at it.

15 If there's other reasons -- and of course there's
16 environmental concerns about the area of the port. The
17 scoping should include those as well.

18 Thank you.

19 **DAVID WALTON:** 4410 West Thorpe, Spokane,
20 Washington 99224.

21 I am an engineer. I've been in Spokane for 40
22 years. I have been doing cranes for every company from
23 Colstrip to Seattle area, all these four states. I have --
24 am now presently retired from U.S. Army Corps of Engineers,
25 both construction management and environmental.

1 Do not let the coal trains roll through for the
2 reasons as follows:

3 1. We have to force China to clean out their
4 scrubbers. It's the dirtiest country in the world.

5 No. 2. The jet stream that comes from China hits
6 the Pacific Coast in 24 to 48 hours, depending on speed and
7 where it wanders.

8 No. 3. The Japanese current and/or Chinese
9 current is anything that the rain brings out, drops the COs
10 into the water and are damaging our salmon and steelhead.

11 The Corps and you have spent \$10 billion by the
12 Judge Bolt decision cleaning up the Columbia and Snake River
13 for the fish recovery. If we kill where the fish are
14 feeding during their lifetime through the CO, both rain and
15 water, Alaskan current, we will kill our salmon, because the
16 \$10 billion that you and I have paid comes out of our power
17 bill. My power bill used to be 20, 30 bucks. It is now
18 200. That's a hundred dollars that went for the Judge Bolt
19 decision on salmon recovery.

20 Do not let the trains come through until China
21 cleans up.

22 **JOHN CHAMBERLAIN:** 8020 East Elde Drive, Spokane,
23 Washington 99212.

24 I'd like to speak on the economic impact, and that
25 would be that for every 15 loads, that means 15 empties, for

1 every 30 total trains, I think require a hundred total
2 conductors and engineers to operate the trains from Spokane
3 to Pasco. Another hundred from Pasco to Vancouver,
4 Washington. Another hundred from Vancouver to Seattle. And
5 another hundred from Seattle to Bellingham. And that would
6 also apply from Spokane to Whitefish and all the way -- a
7 hundred people per 30 total trains all the way to the Powder
8 River Basin. Plus increased support personnel.

9 In Washington I think that would probably be at
10 least 50 maintenance-of-way employees plus extra employees
11 to create infrastructure such as double and triple track,
12 extra sidings, bigger yards, plus more signal people.

13 And I -- I would imagine that there will also have
14 to be a fueling facility built somewhere between Bellingham
15 and Everett to accommodate the trains that can't be fueled
16 at Hauser, Idaho and beyond.

17 So I think that the economic impact at least just
18 in the railroad side is dramatic. And I think that sending
19 our less dirty coal to the Orient is a good environmental
20 issue and also a good balance-of-trade issue. So on the
21 whole, I would approve.

22 **AL TOUTANT:** 1919 West Pinecrest Lane, Spokane,
23 Washington 99218.

24 Yes. I'm very concerned about this coal issue.
25 One thing, globally I do not like to see coal being burned

1 because I think it really adds to the pollution problems of
2 the world in a very serious fashion.

3 Secondly, I'm opposed to the trains coming through
4 Spokane because, one, I'm concerned about the traffic in the
5 Spokane Valley. I think it could cause a lot of congestion
6 there.

7 And the other thing is I'm just concerned about
8 the coal dust coming through, and I understand that's pretty
9 serious. And also the pollution from the trains.

10 And I think it would make Spokane a less desirable
11 place to live. Our slogan is "Near Perfect" -- "Near
12 Nature, Near Perfect." And we want to keep it that way.

13 And I've lived here in this community for about 55
14 years. I came here from -- with the Air Force back in 1955.
15 And I love Spokane. And I want to have other people love
16 it, too.

17 And as far as the job issues, we can get --
18 address the job issues much better by building light rail
19 and things like that. And I'm all for those folks on the
20 job issue. But don't get it through coal.

21 And once again, I am for the jobs. But not doing
22 something that's wrong essentially. I mean that's like
23 supporting a bank robber because he's got a job and he's
24 robbing banks. You know, can't do that.

25 And so anyway, I think that the government should

1 make a commitment for jobs, but let's build light rails and
2 things that are environmentally sound and help future
3 generations. But coal is dirty any way you cut it. And
4 there's no such thing as clean coal. And so I'm really
5 opposed to that.

6 And thank you very much for your time.

7 **ALFRED BUTLER:** 6407 North Malvern Road, Otis
8 Orchards, Washington 99027.

9 I would like to address my comments primarily on
10 the deficit-of-trade balance that we enjoy with our trade
11 with China.

12 The last time we had a positive trade balance with
13 China was in 1986. Since 1985 we've accumulated a total of
14 \$2.9 trillion in debt to China on balance of trade, i.e.,
15 we've imported that much more than we've exported.

16 The opportunity to export clean Powder River Basin
17 coal to China is an opportunity to offset at least some of
18 that trade deficit.

19 **CURTIS FROSCHSEISER:** 8701 North Kelly Court,
20 Spokane, Washington 99208. Good evening. My name is Curtis
21 Froscheiser.

22 I've worked for the Burlington Northern for 32
23 years and retired in 2005. I was terminal manager and
24 superintendent operations here in Spokane, Washington among
25 other places on the railroad.

1 I'm deeply offended with the disinformation that
2 has been broadcast in this area by the Sierra Club talking
3 about 60 coal trains through this area a day. Having been
4 terminal manager here, I know that is physically impossible
5 with our physical plant.

6 I also know that the Burlington Northern says that
7 we may run between 10 and 12 coal trains through here as
8 added business.

9 So this disinformation does no one any kind of
10 good service at all but confuses the issue.

11 I am pro jobs. This will mean jobs for the West
12 Coast. It may mean additional rail jobs here in Spokane. I
13 can say with a certain -- with certainty that in 1973 I was
14 hired by the Burlington Northern in Lincoln, Nebraska
15 because of the upstart of coal business there. So I know
16 that there's plusses from this. I know there's concerns.
17 And I know that this railroad will do the right thing. They
18 proved that when we built the Hauser fuel facility out in
19 Rathdrum, Idaho. And this will be a plus for everybody
20 involved here in Spokane area and in Northwest Washington.

21 Thank you.

22 **MORTON ALEXANDER:** 818 West 19th Avenue in
23 Spokane, Washington 99203.

24 I just wanted to give some food for thought. I
25 used to work back in the '70s or '80s for Edwall Grain

1 Growers, you know, around the countryside here, loading
2 grain into hopper cars. The hopper cars came to us emptied
3 from carrying bauxite for the -- you know, the ore from
4 making aluminum. That's when Kaiser was big around here.

5 And so they'd send us into those hopper cars from
6 the bottom with a broom and maybe a mask, a dust mask, or
7 maybe not a dust mask, depending what was going on that day.
8 And you'd bang around, you know, with a broom to try and get
9 the bauxite out. And then you'd get all choked up and give
10 up and then just load the grain into it.

11 So I think, you know, those kind of sloppy
12 industrial practices, especially with the demands of
13 quantity and time and this and that, should be taken into
14 consideration with these hopper cars, what's -- you know,
15 they'll probably have some poor slob like me going in there
16 with a broom, you know, to clean out the coal dust and then
17 get tired of it and load grain into those. And that's it.

18 **DOUG PERRY:** 14416 East 24th Avenue in the Valley
19 here, 99037. I came here straight from work. I work for
20 the state. I work for the unemployment department.

21 And so one of my biggest concerns about this issue
22 is jobs. And I share the concern with people who are
23 against the coal trains. I think that the tactics of the
24 coal companies is almost criminal and unconscionable the way
25 they top off mountains and destroy the environment to get at

1 the coal. And I have no faith that they have the best
2 interests of the local economy or citizens at heart. They're
3 just whores. They're there to make the most money.

4 At the same time, I think that the people who are
5 against the coal trains, I think that they really need to
6 tie their stand and their issue to economic vitality and
7 jobs. I mean I see the dilemma, working for the
8 unemployment department, of people who see this as a jobs --
9 family wage job or settling for a crappy minimum wage Wal-
10 Mart job. And I understand that.

11 I am opposed to the coal trains, but it's a real
12 dilemma. It's a real tough dilemma. And the success of the
13 anti-coal train effort I see as -- they're going to have to
14 tie it directly to jobs. How this is going to -- because
15 people, they need viable jobs and family wage jobs. And too
16 many people look at the coal trains and the campaign that
17 the union's got in favor of the coal trains as this is going
18 to be, you know, providing family wage jobs. And so the
19 Sierra Club and those groups against the trains, they're
20 going to have to make a really good argument and show the
21 public to win them to their side how they can help provide
22 good jobs.

23 **EARL ELIAS:** 9609 North Seminole Drive, Spokane,
24 Washington 99208-9418.

25 My wife and I just moved back here after being

1 gone for 45 years. We both grew up here. And we feel that
2 it's probably going to be a really nice place to retire.
3 Nice clean waterways, lakes, streams, etcetera. Something
4 that's missing in a lot of other areas.

5 The reason we moved away was because I couldn't
6 find work here. So I know what these labor people are
7 talking about. This is an employer class heaven here.
8 There's always a surplus of labor resources here. And all
9 five of us kids had to move away because there wasn't work
10 here. And I'd like to see more work here, but not at the
11 expense that they're talking about here.

12 A lot of these people here felt that Spokane
13 didn't have -- shouldn't have a voice in the whole decision
14 process, the environmental impact statement, because they
15 weren't near the shipping point and they weren't near the
16 consignee point, the terminals. But that's a complete
17 falsehood. We have a big stake here because the trains
18 coming through here are going to be enormous in effect.

19 And I think we can get jobs here some other way.
20 The jobs they're talking about here, I think the labor
21 people in there from the railroad that made sure they showed
22 up, I think they're imagining jobs that just aren't going to
23 materialize here because of this process.

24 And I'm out of time, so thank you very much.

25 **ADRIANN KILLSNIGHT:** P.O. Box 1232, Lame Deer,

1 Montana 59043.

2 So my name is Adriann Killsnight, and I am a
3 member of the Northern Cheyenne Tribe located in
4 Southeastern Montana. And I would like to see -- I guess I
5 would -- this proposal brings up issues regarding our
6 economy, which I think that the -- a thorough study of the
7 cumulative impact should be considered not only in
8 Washington, but also in Montana and -- because it is a
9 collective issue. Because what is going to impact this area
10 is also going to impact the resources and my homeland there
11 on the Northern Cheyenne Reservation.

12 And so in addition to that, I would like to see an
13 economic analysis regarding the shipping of coal to Asia.
14 Questions like why are we subsidizing our natural resources
15 to foreign nations? Kind of these type of questions come up
16 when we -- regarding this proposal.

17 So -- and -- let's see. Oh, and I guess a
18 thorough study of the environmental and health impacts for
19 the Northern Cheyenne Reservation and in Montana are -- I
20 guess I would like to see studied, like I said before.

21 But -- I think that's it. And if I come up with
22 more questions, I will. Is it okay to come back?

23 I appreciate it. Thank you.

24 **MARILYN REIMANN:** 2423 East 35th Avenue, Spokane,
25 Washington 99223.

1 I'm against this whole thing. But I'm for the
2 scoping. The scoping should prove that this is a very bad
3 idea. We are sending our natural resource to another
4 country. I have been told, I'm under that impression, that
5 this coal will be going to China. We are taking our natural
6 resource out of the ground and sending it to another
7 country.

8 I believe our natural resource of coal should stay
9 in the ground. And I also believe that the pollution factor
10 is enormous. That there's no way -- it is much like a
11 nuclear waste site. There's no way to keep "leaks" from
12 happening. Coal cars cannot be covered because of the gas
13 that emanates from the coal. Therefore, they use something
14 called a tackifying agent which is supposed to keep the dust
15 down. However, we don't know is the tackifying agent going
16 to break up on the train trip? Is it another polluting
17 element? When they dump the cars, where does the tackifying
18 agent go? Where does the coal dust go?

19 Many train tracks are along highways and rivers
20 and streams. So all that could be polluting. And then when
21 the train cars, the empty train cars, go back, then they
22 have the guaranteed element of bouncing and putting coal
23 dust into our air.

24 And then there's something about burning, but I
25 can't remember what it is. And if they burn effluent or any

1 part of this, it's all going into our atmosphere and
2 polluting our air and making our breathable clean air in
3 danger. That's all I can do now.

4 **HENRY REIMANN:** 2423 East 35th Avenue, Spokane,
5 Washington 99223.

6 I am very much in favor of scoping this project.
7 I understand that the coal that is going to be mined is
8 going to China. So in that respect, we are getting
9 pollution not only on the way to the coal's being
10 transported to China, but then considering how inefficient
11 the burning of coal is to produce electricity, we are also
12 getting the air pollution which is going to be airborne.
13 And due to the prevailing winds, we'll get the airborne
14 particulates.

15 Right now I believe that the coal should be left
16 in the ground. We have so many forms of alternative energy
17 that can be developed. It is already being developed. All
18 we have to do is just go ahead and do it.

19 The main reason is that the pollution of the coal
20 as it's being transported, there is going to be some dust
21 emanating from that. And through that rattling, it is
22 creating dust in the bottom of the rail cars. And then it's
23 going to go through a rather wet and rainy area on the
24 coast. So all of that is going to be washed along the way
25 into stream, railbeds, etcetera.

1 So I really feel that it is in our best interest
2 that we do not start -- allow this project to develop to its
3 fullest. That we scope it and say, "Okay. It was an idea,
4 but it's not going to work."

5 Thank you.

6 **VIRGINIA MOOS:** 2222 West 5th Avenue in Spokane,
7 Washington.

8 I'm opposed to this project. I am in favor of the
9 scoping. Where I live in Browne's Addition, I face the
10 canyon, I face the freeway and I face the train track, the
11 viaduct that goes over the canyon, also the viaduct that
12 comes up from Latah Canyon, as well as another train that
13 comes in and takes the viaduct.

14 There's three different routes. I've lived in my
15 apartment, which is like a bottom of a house, for three and
16 a half years. I face the railroad.

17 I'm going to address the noise. And first of all,
18 there are coal trains going through Spokane already. And
19 each one of these trains has three engines at the beginning
20 and the back because there's a grade coming through Spokane.

21 It's very noisy. It's so noisy with the trains.
22 There's more trains in Spokane than you can imagine. There's
23 a fueling station out by -- out by Hayden, and so we get all
24 these trains. Especially on the weekends, oddly enough.

25 Then the trains -- I worry about my hearing. I

1 think that in Spokane we live in a bowl, and so it's like an
2 industrial zone. We need to have almost like an OSHA. We
3 should be considered industrial citizens, because we're
4 going to be participating in the upper volume of these
5 trains.

6 There's already so many trains going through
7 Spokane that I think that part of an environmental impact
8 statement is to realize what is it doing to the bedrock? I
9 mean I literally can feel -- and this building I'm in is a
10 hundred years old. The windows shake. The walls shake. My
11 quality of life is affected by all these trains.

12 When I sit outside, I can't have any peace. I
13 wake up in the middle of the night and there's trains. It
14 really affects me. It's not a positive thing at all.

15 So I would request that there were less trains if
16 possible, but certainly no more. It's really hard for my
17 lifestyle.

18 **INGRID CARLSON:** 2521 West Summit Boulevard,
19 Spokane, Washington 99201.

20 I'm here mostly for my grandchildren, you know,
21 just thinking about all the possible bad happenings that
22 could happen with this.

23 The derailments that -- you know, ever since I
24 heard about the possibility, I've been kind of researching
25 that. And there's so many train derailments. And Downtown

1 Spokane the train goes through an elevated area, and I can't
2 tell you how many semis I have seen hit the Maple Street
3 train trestle and get stuck there and have to let the air
4 out of their tires to get under it. But I've never seen
5 anybody checking those things. And if we're going to have
6 that many more trains coming through with tons and tons of
7 coal, I -- it just sounds like a terrible disaster waiting
8 to happen.

9 I have so many family members that have asthma.
10 And children, my grandchildren, both of -- I have two
11 grandchildren and two more on the way. The two that I have
12 suffer, you know, and one's just a year old and one's seven.
13 And I just can't imagine for why are we doing this, you
14 know.

15 They talk about jobs. Why don't we do some
16 renewable jobs in something that's going to be positive for
17 all of us in the world, rather than having all of this --
18 breathing in all of this crap.

19 That's it.

20 **KADEN WALKSNICE:** 4053 Mathew Street, Missoula,
21 Montana.

22 I'm here today to stand up for my tribe. And I
23 came today to speak on behalf of our youth. I got younger
24 cousins, nieces, nephews, and newborns. I want to think
25 about their future. And in our land the railroads are built

1 by our land. Our land is going to slowly get impacted. We
2 depend on our natural resources for our reservation.

3 The railroad would impact our res with wildlife,
4 our ceremonial purposes for the plants we use. Just our
5 economy in general.

6 Basically my tribe, we are still fighting against
7 the coal mines, railroads. We've been fighting since 1492
8 to keep our homeland. We only have 440,000 acres, and it
9 seems to be still under siege from people trying to make it
10 smaller, harm our land.

11 So I just want to get that word out there, that
12 even though we only have 440,000 acres, we're still under
13 attack and standing for our younger generations to have that
14 beautiful land, God's country they call it, to go out and do
15 the ceremonies and get food and wildlife.

16 **JEFF HEDGE:** 1701 East 20th Avenue, Spokane,
17 Washington 99203.

18 I have a -- own a downtown office in Spokane on
19 Lincoln and 2nd Avenue, which is about a half a block from
20 the train tracks. I'm concerned about train traffic through
21 Spokane. We're trying to create a liveable city in Spokane
22 that's more human friendly, and that is inconsistent with
23 that.

24 I'm also concerned about -- you know, we've closed
25 coal plants in Oregon and Washington. And to be shipping

1 coal to China with overwhelming evidence of the
2 anthropomorphic cause of global warming seems like a
3 ridiculous idea. We should as a country be supporting more
4 green technology.

5 I also am concerned about increased shipping
6 traffic in the Bellingham area, effect on the ecosystem,
7 plus looking at the importance of marine mammal
8 communication and how shipping traffic affects that. Orcas
9 and other whales are a keystone species in the ecosystem
10 health. That's all I want to say.

11 **JANICE SIMCHUK:** 4219 South Sherman Street,
12 Spokane, Washington 99203. Thank you for allowing comments
13 regarding this very important issue regarding coal and its
14 transportation across the United States.

15 I am concerned regarding the noise and pollution
16 aspects of coal shipment. However, when thinking about
17 this, truly I believe the most important is the global
18 environmental impact of coal. Coal needs to be -- this
19 needs to be the primary factor in ceasing coal's production,
20 its shipment and its use.

21 Our world is warming. Our climate occurrences are
22 now called "Super." Coal, oil shale manufacturing, frankly
23 all fossil fuels, are contributing to climate warming. We
24 must stop it.

25 Each town, each city, each county, each state that

1 deludes itself by saying, "This is not much pollution. This
2 will help my economy. Heck, it's 200 jobs, what can that
3 hurt?" is deluding itself and contributing to the ultimate
4 demise of our way of life.

5 Thank you.

6 **BOB MURPHY:** 1823 West Cannon Place Lane, Spokane,
7 Washington 99204.

8 Thanks. I'm a resident of Spokane. And I came to
9 testify because I really am very much opposed to the Powder
10 River Coal Project.

11 I live -- my wife and I built an energy-efficient
12 home that happens to sit on the bluff above Spokane's
13 Pullman Highway. And the reason we picked the neighborhood
14 is because it was close to town. And we built energy
15 efficient because we wanted to reduce our carbon footprint.

16 We like the trains, but we cannot stand the
17 thought of 60 additional possible trains per day.

18 Our local concerns are we both recreate on these
19 trails, and we're concerned about the breathing. We live on
20 the edge of a park, and we're concerned about the kids that
21 play in the park.

22 We want all of the health and safety concerns
23 addressed. I've run near those tracks, and I've noticed the
24 collection of coal dust that happens already down there, and
25 can only imagine how much additional will be added to that.

1 The other thing that really concerns me is the big
2 picture involved in this. There's no way -- first of all,
3 there's no way to mitigate from the source point of this
4 coal to where it gets burned in China, to mitigate all the
5 impending effects that that's going to have. I really hope
6 the Army Corps of Engineers considers that. There's --
7 people are becoming more and more concerned about what this
8 is doing to their health and safety.

9 We support jobs that make sense for our community
10 and make sense for our environment. But we really have to
11 stand against -- we're in a time of transition. We have to
12 move away from fossil fuels. We have to look towards
13 alternative energy. And the way to start with that is with
14 coal. Because coal happens to be the most damaging fossil
15 fuel to our environment right now.

16 Thank you for your time.

17 **MARK MOORE:** 438 West 15th Avenue, Spokane,
18 Washington 99203.

19 My name is Mark Moore. I'm a small business owner
20 in downtown Spokane. I own Trackside Studio. We're a
21 ceramic art gallery. We are about 50 feet from the railroad
22 tracks. And we sell one-of-a-kind custom ceramic arts.

23 I'm concerned about the increase in rail traffic
24 for a number of reasons. I'm concerned about increase in
25 dust, noise, vibrations, particularly the dust, which I'm

1 concerned about the health effects of the dust for myself
2 and my customers. We enjoy opening the window when the
3 weather's nice, and I'm concerned that that's not going to
4 be an option for us in the future.

5 I also commute to work by bicycle and on foot when
6 the weather gets worse, and I pass right through the rail
7 corridor to my place of business. I'm concerned about my --
8 the health effects of breathing the coal dust and the
9 increased pollution from the diesel locomotives.

10 I also have small children. They come to work
11 with me in the summer. We're often downtown. And it seems
12 to me like the rail corridor downtown exposes a lot of folks
13 to the potential adverse effects of an increase in rail
14 traffic, especially rail traffic that would expose us to a
15 high level of carcinogenic dust.

16 So I just think Spokane is a great place to be.
17 And we're not known for our great air quality. I hope that
18 we can maintain our good quality of life and avoid the
19 increase in rail traffic.

20 **DIANNE BATES:** 3119 West 22nd Avenue, Spokane,
21 Washington 99224.

22 I'm just a concerned citizen from start to finish.
23 I have a hard time understanding why we would want to sell
24 American's natural resources to another country. Especially
25 China at this point. We may not need our own coal right

1 now, but at some point in the future it would be nice not to
2 be dependent on other places -- other countries. Other
3 countries' energy. As well as I think it's a -- passing
4 along an outdated, dirty, filthy type of energy. And the
5 world is a very small place.

6 I don't also see how we can bring very many jobs
7 to the United States at all, other than a few at the port
8 and a few more jobs at the rail station.

9 I think that this is driven by large corporations
10 that would make and rape a lot of money out of our country,
11 and I hate to see that.

12 As well as Spokane in particular has a large
13 amount of poor air quality in the summer anyway. I feel
14 like this will just add to it. Whether it's pollution from
15 the trains, whether it's the water coming out from the
16 trains when it rains, whether it is -- I've just -- from the
17 coal dust that arises, cars stopped at the track while the
18 trains are going by, all those things are pollutants. I see
19 no real gain in any of that.

20 I also think that the noise pollution needs to be
21 considered for housing nearby. And often it is poor
22 families that live around the housing -- near trains and
23 again don't always have a voice or good health habits.

24 Thank you.

25 **MARIE SHEPARD:** 14107 South State Route 904,

1 Cheney, Washington 99004.

2 I started a statement in the room. I was No. 53.
3 And I talked about the train, about four or five years ago,
4 that parked in front of our home which has a trail -- train
5 track about 200 yards from our homes.

6 We were never bothered by trains before, but the
7 fact that this train parked there all four days and five
8 nights, all through Thanksgivings, idling, and the fumes
9 from that train and the noise were absolutely horrendous.

10 This made me realize that it's a question of
11 volume and quantity. A few trains do not matter so much.
12 But if you had several and several more trains, you go
13 beyond the capacity of the human body to assimilate the
14 fumes. The air cannot process the particulates that get
15 into it.

16 By Sunday the air was unbreathable. So the
17 animals had nowhere to go. They had to breathe that air. I
18 could not go out. We had to close the windows because the
19 air was unbreathable.

20 In Cheney we will have an incredible increase in
21 train traffic, and it will have -- there is only at-grade
22 crossings. Currently there are no other crossings, which
23 means the emergency vehicles will be strongly impacted. The
24 entire community will be strongly impacted. And the
25 quantity of trains is the problem. The quantity of

1 particulates.

2 I would urge you to reconsider what happened
3 during the Dust Bowl, that a few farmers would not have
4 created the disaster that happened during the Dust Bowl era.
5 And -- but what created the problem was that everything was
6 done at industrial level, which caused an increase beyond
7 what was sustainable and what could be absorbed in the
8 environment.

9 So I urge you to study the impact across from
10 point A to the finish line from Wyoming to the coast.

11 **CHARLES FISK:** 1854 West Bridge Avenue, Spokane,
12 Washington 99201.

13 I'm an ex-teacher of history. And to me a period
14 of Colonial America when we were doing what was called
15 mercantilism with the British where we shipped all the raw
16 goods that we had over to Great Britain for manufacturing
17 and that period where America was a literally Third World
18 country is not something that we need to repeat.

19 I am very much pro unions, and I'm very much pro
20 America. That our need to create jobs here in America for
21 Americans using the wind and water technologies that we
22 have. We don't need to go shipping coal, which is basically
23 poisonous, off to China to make -- let them make
24 manufactured goods that rightly should belong here in
25 America, I believe.

1 So I appreciate the unions feeling that they need
2 the immediate jobs, but looking to the future it's a case
3 where we need to not pollute the planet unnecessarily and
4 where we do need to keep our jobs productive here in the
5 United States.

6 Quite aside from that, there is the danger if a
7 derailment occurred in Central Spokane, the results could be
8 catastrophic.

9 While I was waiting in line I spoke to a person
10 who has seen three derailments in Sandpoint vicinity. And
11 we don't need that possibility with these huge long trains,
12 hundred cars long, 60 a day. That's just way over what we
13 need to be doing. It's counterproductive I feel.

14 I think I'm about out of time. So I appreciate
15 this chance to speak and the chance for the Army Corps of
16 Engineers to hear us.

1 CERTIFICATE

2
3 I, Robin E. Reason, certify that the foregoing
4 was reported and reduced to written form; that the
5 transcript prepared by me or under my direction, is
6 a true and accurate record of same to the best of my
7 knowledge and ability; that there is no relation nor
8 employment by any attorney or counsel employed by the
9 parties hereto, nor financial or otherwise interest
10 in the action filed or outcome.
11

12 IN WITNESS HEREOF, I have hereunto set my hand
13 this 11th day of December, 2012.
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22 /S/ Robin E. Reason
23 Professional Court Reporter
24
25

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\$20 11:20	1814 17:11	2521 47:18	45 42:1
<u> </u>	1823 24:9	25-year 32:4	450 19:18
1	51:6	26 34:8	48 35:6
<u> </u>	1854 56:11	2918 11:24	<u> </u>
1 35:3	1919 36:22	29th 25:22	5
10 18:25 33:2	19410 18:5	2nd 49:19	5 2:12 11:21
39:7	1955 37:14	<u> </u>	50 22:14
1041 5:22	1973 39:13	3	25:15 36:10
10th 4:2	1985 38:13	<u> </u>	52:21
1124 4:2	1986 38:13	3 35:8	500 9:1
11927 16:6	19th 39:22	3:51 2:5	9:15 23:17
12 25:22 39:7	1st 7:4 22:22	30 21:4	527 22:5 23:9
1232 42:25	<u> </u>	21:8	53 55:2
12608 21:3	2	22:16 35:17	55 37:13
12618 27:5	<u> </u>	36:1 36:7	5800 8:19
1304 28:11	2 33:3 35:5	3108 11:8	59043 43:1
33:9	20 10:9 10:23	3119 53:20	59047 33:10
13223 25:22	12:5 25:6	32 38:22	59802 8:20
14107 54:25	25:15 35:17	33 29:21	9:23
1428 9:22	200 19:23	3402 19:16	59937 4:16
14416 40:18	35:18	3414 32:1	5th 13:1 14:7
14711 3:1	51:2 55:5	35th 43:24	46:6
1492 49:7	2005 38:23	45:4	<u> </u>
15 12:5 18:25	2006 15:6	3rd 19:16	6
28:17 35:25	2012 2:4	<u> </u>	60 19:4
35:25	2017 2:6	4	25:6 39:3
15,000 19:7	20th 49:16	<u> </u>	51:17 57:12
150 19:17	21st 27:25	4 2:4	6121 21:17
150,000 19:9	2222 46:6	40 34:21	62 23:6
15th 2:6	22nd 53:20	4053 48:20	6306 31:6
3:1 52:17	24 35:6	4219 50:11	6407 38:7
		426 30:5	
		438 52:17	

64th 15:6	99205 26:15	acres 49:8	23:3 53:13
6th 11:8	32:2	49:12	affect 4:7
<hr/>	99205-6935	across 5:10	7:15 8:13
7	21:18	10:5	31:11
<hr/>	99208 17:12	10:19 10:21	affected 10:2
70 13:12	38:20	21:13 23:16	47:11
70s 39:25	99208-9418	24:1	affecting
75 15:21 16:4	41:24	50:14 56:9	20:9 20:20
<hr/>	99212 11:25	actually	affects 25:13
8	35:23	12:16 21:12	31:20 31:20
<hr/>	99216 25:23	add 12:13	31:24 47:14
8020 35:22	99218 36:23	23:5 54:14	50:8
80s 39:25	99223 15:7	added 39:8	afraid 15:1
818 39:22	43:25 45:5	51:25	30:18
820 26:14	99224 11:9	adding	afternoon
8701 38:19	19:17 34:20	21:12 25:12	22:11
<hr/>	53:21	addition	against 6:6
9	<hr/>	10:16	6:14 6:15
904 54:25	A	11:5	17:5
908 7:4	able 20:22	22:17 43:12	21:19 25:25
9609 41:23	23:22	46:9	30:7 33:7
99004 14:8	absolutely	additional	40:23
21:4 22:6	55:9	12:15 24:18	41:5
23:10 55:1	absorb 2:22	25:6 32:7	41:19
99027 18:6	absorbed 56:7	39:12 51:17	44:1 49:6
38:8	access 33:19	51:25	52:11
99030 27:6	accessing	address	agent 44:14
99037 3:2	10:11	12:2 27:8	44:15 44:18
40:19	accidents	37:18	aggravated
99201 7:5	32:6	38:9 46:17	27:21
28:12 28:13	accommodate	addressed	ago 29:17
47:19 56:12	36:15	9:14 51:23	30:1 55:3
99203 2:7	according	adds 37:1	ahead 25:15
30:6	4:16 22:15	adjacent	25:19
39:23 49:17	accumulated	15:21	28:6 45:18
50:12 52:18	38:13	Adriann 42:25	air 3:17
99204 24:10		43:2	4:5 4:10
51:7		adverse	4:22 6:21
			7:24 9:4

11:1 11:3	29:5 29:5	anachronistic	4:21
12:16	45:17 46:18	27:22	approve 36:21
13:7	47:6 51:24	analysis	approximately
13:16 21:22	alternative	17:21 43:13	12:5 19:17
21:23	25:19	and/or 35:8	apt 29:16
22:2	28:1	anger 22:25	area 5:23
24:12 24:22	45:16 52:13	animals 55:17	5:24
25:3	alternatives	annoyance	12:17 12:24
25:12 26:19	24:20 24:23	23:1	20:24
27:4 28:6	aluminum 40:4	answer 9:8	22:1
34:3	am 3:7 4:3	anthropomorph	27:12 27:24
37:14 44:23	6:14	ic 50:2	30:13 33:23
45:2 45:2	34:21 34:24	anti-coal	34:16 34:23
45:12	37:21 39:11	41:13	39:2 39:3
48:3	41:11	Antler 31:6	39:20
53:17 54:13	43:2 45:6	anxiety 22:25	43:9
55:14 55:16	46:8 50:5	anybody 48:5	45:23
55:17 55:19	50:15	anything 21:7	48:1 50:6
airborne	51:9 56:19	32:11 35:9	areas 42:4
45:12 45:13	amazing 28:23	anyway	aren't 42:22
AL 36:22	ambulances	37:25 54:13	argue 17:2
Alaska	10:7	apartment	argument
21:23 24:16	amenities	46:15	7:1 18:14
24:17	28:23	apartments	41:20
Alaskan 35:15	America 6:1	7:13 23:19	arises 54:17
ALEXANDER	6:17	apiece 11:20	Army 4:17
39:22	34:11 56:14	apparently	26:16 34:24
ALFRED 38:7	56:17 56:20	23:19	52:6 57:15
allow 2:22	56:20 56:25	apples 8:16	art 52:21
5:4 30:3	American 31:8	apply 36:6	article 28:14
46:2	Americans	appreciate	artist 31:13
allowing	56:21	43:23	arts 52:22
50:12	American's	57:1 57:14	ash 3:20
allows 16:3	53:24	approaching	Asia 43:13
already 9:7	among 12:16		aside 57:6
11:6	28:7 38:24		aspects 50:16
13:11 14:23	amount 54:13		
21:20 26:17	amounts 30:2		
28:19			

aspirations 29:9	49:16 49:19 52:17 53:20 56:11	7:22 7:25	41:1 46:1
assimilate 55:13	average 12:5 19:6 28:17 29:2	basements 12:19	better 37:18
assistant 23:20	avoid 53:18	basically 49:6 56:22	beyond 36:16 55:13 56:6
associated 29:13	awakened 13:5	Basin 36:8 38:16	bicycle 53:5
assurance 27:20	aware 3:8 23:2 23:20 23:21	basis 29:11	bigger 27:11 36:12
assure 9:16	away 5:13 13:18 27:23 28:19 42:5 42:9 52:12	BATES 53:20	biggest 40:21
asthma 11:11 27:20 48:9	below 5:13	bauxite 40:3 40:9	bill 11:16 21:3 35:17 35:17
at-grade 55:21	B	Bay 30:13	billion 35:11 35:16
atmosphere 45:1	babies 26:25	becoming 52:7	Birch 30:13
attack 14:17 49:13	baby 26:23	bedrock 47:8	birth 31:22
attacks 24:7	backyard 29:18	beds 23:18	bisects 33:12
attendees 16:5	bad 4:10 6:2 11:21 44:2 47:21	beg 25:14	bit 18:11
attributed 29:21	balance 38:10 38:12 38:14	beginning 46:19	blasts 22:12
audience 16:3	balance-of- trade 36:20	behalf 48:23	block 11:11 28:4 49:19
Augusta 26:14	bang 40:8	believe 6:9 6:10 11:11 17:14 17:22 26:8 27:18 31:2 44:8 44:9 45:15 50:17 56:25	blocks 22:8 22:9
availability 23:12	bank 37:23	Bellingham 36:5 36:14 50:6	blow 15:4
Avenue 3:1 7:4 11:8 15:6 18:5 19:16 30:5 39:22 40:18 43:24 45:4 46:6	banks 37:24	belong 56:24	blowing 26:5
	BARBARA 21:17	best 17:25	blown 31:18
	Barry 29:20		bluff 25:1 51:12
	based 29:11		BNSF 22:15 22:17
	baseline 7:22		board 24:21
			BOB 51:6
			body 55:13
			Bolt 35:12 35:18

bomb 29:12	bringing 21:25 30:11 30:12	39:6 39:14	causing 26:19
bombardment 16:16	brings 35:9 43:5	burn 25:11 30:24 33:5 44:25	Cannon 24:9 51:6
Bonds 29:20	Britain 56:16	burned 4:9 13:15 36:25 52:4	canyon 46:10 46:11 46:12
borne 2:24 9:5 29:7	British 56:15	burning 4:24 13:14 13:25 18:7 18:7 18:10 21:24 30:25 34:5 44:24 45:11	capacity 55:13
bothered 55:6	broadcast 39:2	bus 25:25	carbon 33:1 51:15
bottom 40:6 45:22 46:15	Broadway 28:11	business 7:7 15:16 21:11 22:24 39:8 39:15 52:19 53:7	carcinogenic 53:15
Boulevard 32:1 47:18	broom 40:6 40:8 40:16	businesses 10:16 10:18	career 32:5
bouncing 44:22	brother 26:20	businesspeopl e 25:15	cares 15:16
bowl 47:1 56:3 56:4	Browne's 46:9	BUTLER 38:7	caring 3:4
box 4:15 15:24 42:25	Buckeye 18:5	BUTTERS 15:6	CARLSON 47:18
brain 4:11	bucks 35:17	bypassing 8:18	carried 19:7
brakeman/ conductor 3:7	build 5:9 38:1	case 57:2	carrying 40:3
break 44:16	building 5:21 34:13 37:18 47:9	cases 13:23	cars 3:21 7:18 7:19 8:7 16:21 21:12 21:15 26:5 40:2 40:2 40:5 40:14 44:12 44:17 44:21 44:21 45:22 54:17 57:12
breathable 45:2	buildings 7:14	CASS 5:22	catastrophic 57:8
breathe 55:17	built 5:9 10:3 36:14 39:18 48:25 51:11 51:14	campaign 41:16	Cathy 15:22
breathing 26:21 48:18 51:19 53:8	bunch 26:25	cancer 26:17 26:22 26:24	cause 34:3
Briarcliff 17:11	burden 2:13 2:24	cancer-	
bridge 14:16 14:19 56:11	Burlington 3:7 12:3 12:11 16:9 21:5 38:22		
bridges 11:16			
bring 30:10 54:6			

37:5 50:2	Cheney 13:1	38:17	15:16 35:12
caused 56:6	13:10	44:5 45:8	cleans 35:21
causing 11:14	14:7	45:10	clear 11:1
12:16	14:11	50:1 52:4	21:13
ceasing 50:19	15:3 21:3	53:25 56:23	cliff 28:3
center	22:5	China's	climate
20:12 31:14	22:13 22:19	14:2 18:7	4:16 4:21
central	23:5 23:9	Chinese 18:10	5:19 6:8
9:21 57:7	55:1 55:20	21:23 21:24	6:24 9:21
Century 27:25	Cheney's	35:8	29:17 50:21
ceramic 52:21	14:13	choice 28:21	50:23
52:22	Cherry 2:8	choked 40:9	clocked 22:16
ceremonial	9:24	chum 27:12	Clog 24:22
49:4	CHERYL 9:22	Circle 16:6	close 19:25
ceremonies	Cheyenne 43:3	17:7	20:2
49:15	43:11 43:19	citizen 53:22	51:14 55:18
certain 39:13	CHIAPPETTA	citizens 8:23	closed 49:24
certainly	31:6	22:20	closer 22:19
8:25 47:16	child 6:2 6:5	41:2 47:3	Clover 22:5
certainty	children	city 15:3	23:9
39:13	7:2 7:3	15:17 49:21	Club 39:2
chairman 7:5	17:7	50:25	41:19
CHAMBERLAIN	22:21	CLAIRE 24:9	cluttering
35:22	25:2 25:5	clarity 17:17	2:15
chance 16:3	29:10	class 42:7	CO 35:14
57:15 57:15	31:5	classes 19:21	CO2 18:9
change 6:8	31:20 31:20	clean 6:21	18:12
6:24 9:21	31:21 32:24	6:21	coal 3:9 3:20
18:21 29:17	48:10 53:10	15:13 15:19	4:9 4:24
chaos 4:21	China 4:24	18:3	5:1 5:2 5:8
characterized	5:1 5:11	27:24	5:8 5:9
28:16	13:15 13:18	35:3 38:4	5:12 5:21
CHARLES 56:11	17:24 21:22	38:16 40:16	6:7 6:14
check 20:25	24:20 25:10	42:3 45:2	6:15 6:15
checking 48:5	30:25 32:19	cleaned	6:16 7:3
	32:23	5:25 15:15	7:10 7:18
	33:1 35:3	cleaning	8:2 8:5 8:8
	35:5		8:17 9:3
	35:20 38:11		
	38:13 38:14		

10:2 10:9	39:15 40:16	56:14	15:11 15:13
10:22	40:23 40:24	Colstrip	17:8
11:1 11:2	41:1 41:5	34:23	23:19 32:18
11:19 11:20	41:11 41:16	Columbia	37:13
11:25 12:13	41:17 43:13	35:12	52:9 55:24
13:7	44:5 44:8	comes 3:18	commute 53:5
13:14 13:20	44:12 44:13	3:20	companies 5:7
13:24	44:18 44:22	24:18 31:23	11:19 11:20
14:1 14:3	45:7	35:5	40:24
14:9	45:11 45:15	35:16 46:12	company 34:22
15:11 17:14	45:19 46:18	46:13	compare 13:21
17:19	48:7 49:7	coming 2:16	comparison
18:7 18:8	49:25	4:9 6:24	29:16
18:8	50:1	10:21 11:12	complete
18:10 18:16	50:13 50:16	13:8	42:16
18:17 18:18	50:18 50:18	13:19 18:15	completed
19:5 19:9	50:22 51:10	18:20 20:16	7:25
19:11	51:24	20:19	components
21:6	52:4	25:6 26:7	28:1
21:20 21:21	52:14 52:14	26:18 30:17	concern 15:11
21:23 22:14	53:8	32:12 32:15	17:3
24:13 24:20	53:25 54:17	37:3 37:8	17:10
24:25	56:22	42:18 46:20	20:2 20:4
25:3	coal's 45:9	48:6 54:15	21:1
25:10 25:25	50:19	comment 11:25	23:14 23:23
26:5 26:5	coast 3:12	12:25	23:24 24:11
26:9	21:10 32:22	22:6 26:13	26:6 26:7
27:18	35:6	comments 15:5	32:3
28:8 29:2	39:12 45:24	15:21	32:18 33:18
30:24 30:25	56:10	38:9 50:12	40:22
31:3	coating 18:18	commitment	concerned 3:4
31:16 31:18	code 28:13	38:1	7:17 17:6
31:23 32:13	28:15	common 13:4	17:6
32:19 32:23	collection	communication	23:11 24:12
33:4 34:5	51:24	50:8	24:13 30:12
35:1	collective	communities	30:16
36:19 36:24	43:9	9:4 12:14	32:7
36:25	collisions	community	36:24
37:8	32:9	2:22	37:4 37:7
37:20	Colonial		
38:3 38:4			
38:17			
39:3 39:7			

49:20 49:24 50:5 50:15 51:19 51:20 52:7 52:23 52:24 53:1 53:3 53:7 53:22	congestion 13:10 37:5 Congressman 15:22 connected 5:11 5:17 consider 12:23 considerable 23:2 consideration 16:17 16:23 30:23 40:14 considered 3:16 43:7 47:3 54:21 considering 45:10 considers 52:6 consignee 42:16 construction 34:25 consume 27:4 contaminants 31:24 contaminated 20:15 20:23 contamination 6:4 continue 2:23 17:25 28:7 29:14 30:3 continues 20:6	continuing 30:24 contribute 13:16 contributing 11:19 11:21 50:23 51:3 control 8:6 8:11 controlling 6:10 corporate 17:18 27:13 27:16 corporations 28:5 54:9 Corps 4:17 6:12 26:16 34:24 35:11 52:6 57:15 corridor 7:7 7:14 7:16 7:19 7:24 8:1 8:7 53:7 53:12 COs 35:9 cost 2:18 6:22 11:18 11:20 cost- benefit 17:21 costly 2:20 costs 2:22 Council 7:6 counterproduc	tive 33:4 57:13 countries 34:7 34:9 34:10 54:2 54:3 country 13:17 21:13 31:9 31:10 33:4 34:11 35:4 44:4 44:7 49:14 50:3 53:24 54:10 56:18 countryside 40:1 county 30:8 30:14 30:23 32:4 32:6 50:25 couple 2:10 12:8 18:6 28:18 course 12:10 24:4 29:3 34:15 Court 38:19 cousins 48:24 cover 21:10 covered 44:12 cranes 34:22 crap 48:18 crappy 41:9
concerns 7:8 9:9 9:11 10:4 14:8 34:16 39:16 40:21 51:18 51:22 52:1 conclusion 8:15 condemn 5:4 5:14 condemnation 5:20 conditions 7:23 condos 7:13 conducted 7:23 8:1 conductors 36:2 confident 27:16 confronted 27:9 confuses 39:10 confusion 2:15 congested 33:16			

crazy 4:25	custom 52:22	deal 9:7	democracy
create	customers	11:22	9:20
26:18 36:11	53:2	Dear 26:16	department
49:21 56:20	cut 4:25	death 11:14	10:17 40:20
created	9:7 10:11	debate 24:17	41:8
56:4 56:5	38:3	debt 38:14	depend 49:2
creating	<hr/>	DECEMBER 2:4	dependence
45:22	D	decibels	31:4
creation	damaged 9:3	16:15	dependency
3:5 3:25	damaging	17:2 17:8	25:20
Creek 25:4	35:10 52:14	decide 20:7	dependent
creeks 31:12	danger	28:5	54:2
crews 18:22	31:16	decision 9:16	depending
criminal	45:3 57:6	35:12 35:19	35:6 40:7
40:24	dangerous	42:13	depressed
crisis 6:7	20:1 26:2	decisions 4:7	33:23
crops 31:25	26:3	5:18 9:17	derailment
cross 10:7	DARILEK 17:11	decrease 31:4	57:7
crossing 2:12	date 2:17	deeply 10:1	derailments
2:15 16:7	daughter 3:3	39:1	32:7 32:9
16:15 16:19	DAVE 13:1	Deer 31:6	47:23 47:25
16:21 16:22	DAVID 34:19	42:25	57:10
17:6 32:6	DAVIS 5:22	deficit 38:18	designed
crossings	day 3:4 10:10	deficit-of-	16:19
22:13 33:13	10:12 10:23	trade 38:10	desirable
55:22 55:22	12:5	deformities	37:10
cumulative	13:12	31:21	destroy 40:25
43:7	19:4 19:8	degradation	destructive
current	22:14	30:11	24:4
35:8 35:9	29:3	delays 2:14	determine
35:15	31:21	51:1	2:21 7:23
currently	39:3 40:7	deludes 51:1	8:2
19:23 55:22	51:17 57:12	deluding 51:3	detriment 9:7
curtail 26:9	daylight 12:6	demand 9:21	detrimental
Curtis	days 55:7	demands 40:12	11:7
38:19 38:20	DE 33:9	demise 51:4	11:13
	dead 26:25		31:1 32:13

devastated 13:22 25:3	disaster 48:7 56:4	7:7 8:13 10:12 19:19	45:20 45:22 51:24 52:25
develop 46:2	discovered 16:10	20:13 47:25 49:18 52:20	52:25 53:1 53:8
developed 45:17 45:17	discussions 10:1	53:11 53:12	53:15 54:17 56:3 56:4
developing 17:24 34:10	disinformatio n 39:1 39:9	Dr 22:8	<hr/> E <hr/>
development 18:2 18:3	disrupted 9:4	dramatic 36:18	ear 8:24
DeVries 33:10	disrupting 14:24 22:24	draw 15:25	EARL 41:23
DIANNE 53:20	disruption 12:16	Drive 8:19 35:22 41:23	earplugs 13:5
dies 26:24	disservice 32:24	driven 54:9	earth 30:10 31:5 31:22
diesel 3:21 7:17 8:2 8:5 8:9 11:6 13:8 20:16 26:1 26:6 53:9	distance 7:20 28:24	driver 25:25 26:1	easily 33:17
different 32:20 46:14	distinct 9:7	driving 32:11	east 2:6 3:1 8:15 15:6 16:6 18:5 25:22 35:22 40:18 43:24 45:4 49:16
difficult 12:22 14:25	districts 7:11	drop 15:1	eastern 22:9 22:21 31:14
dignity 27:14	disturbed 22:25	drops 35:9	economic 7:13 18:2 27:15 35:24 36:17 41:6 43:13
dilemma 41:7 41:12 41:12	divided 10:15	due 24:6 45:13	economy 5:24 17:24 18:13 41:2 43:6 49:5 51:2
dioxide 33:1	documented 29:4	dump 44:17	ecosystem 50:6 50:9
directly 4:23 31:24 41:14	dollars 35:18	during 8:7 10:12 12:6 35:14 56:3 56:4	edge 51:20
dirty 17:18 36:19 38:3 54:4	done 11:17 12:12 20:9 22:4 24:22 56:6	dust 3:9 7:18 7:18 8:3 8:5 8:6 12:15 15:12 18:16 18:17 18:19 21:6 26:5 29:2 31:17 37:8 40:6 40:7 40:16 44:14 44:18 44:23	Edwall 39:25
disabilities 6:4	double 36:11		effect 17:2
	doubles 33:22		
	doubt 17:9		
	DOUG 2:6 18:5 40:18		
	downtown		

23:7	28:11	energy-	43:18
29:23 42:18	else 9:19	efficient	47:7 50:18
50:6	21:7	51:11	environmental
effects	emanates	engage 6:13	ist 4:3 6:6
11:7	44:13	engineer	environmental
21:25	emanating	34:21	ly 38:2
23:3	45:21	engineers	era 56:4
28:19	emergency	4:17 6:13	escaped 27:14
29:2	10:8	26:16 34:24	escaping 8:6
29:17 30:24	10:20 23:13	36:2 52:6	especially
52:5 53:1	23:23 55:23	57:16	17:23 40:12
53:8 53:13	emissions	engines	46:24 53:14
efficient	7:15 7:18	8:11 26:7	53:24
16:22 51:15	8:2 8:3 8:5	46:19	essentially
effluent	8:10 8:12	enjoy 38:10	37:22
44:25	8:14 11:6	53:2	etcetera
effort 41:13	18:10 18:12	enormous	10:13
Egypt 34:7	emit 8:12	42:18 44:10	42:3 45:25
EILEEN 4:2	emitted 7:18	entire 32:5	evening 24:11
EIS 9:13	employee 3:6	55:24	38:20
21:13	employees	entitled	event 2:14
either 20:16	36:10 36:10	27:11	Everett 36:15
Elde 35:22	employer 42:7	environment	everybody
electricity	emptied 40:2	3:4 6:18	15:23 39:19
45:11	empties 35:25	6:23	everyone 16:3
element 18:23	empty 44:21	20:20 21:20	everything
44:17 44:22	en 3:12	24:12 25:18	25:4 26:8
Elementary	encapsulate	30:11	30:21 56:5
17:1	8:8	34:3	evidence 21:6
elevated 48:1	energy	40:25 52:10	50:1
Elgin 21:17	13:18 17:16	52:15 56:8	EVITA 3:1
ELIAS 41:23	18:1 18:4	environmental	exacerbate
eliminate	27:16 27:24	17:17 17:21	32:10
16:20	28:2 34:2	19:21	example
ELLEN 8:19	45:16 51:14	20:6 20:8	7:25 10:14
ELLENBECKER	52:13	24:14 25:11	examples 10:9
	54:3 54:4	25:12 30:21	
		34:16 34:25	
		36:19 42:14	

exhaust 3:21 8:11	<hr/> F <hr/>	45:6 46:8	firefighters 10:7
existing 7:23	face 6:24 46:9	Fe 3:7 16:9 21:6	fireman 33:19
expanding 21:8	46:10 46:10 46:16	fear 25:16 27:23	fires 23:25
expense 42:11	facilitate 4:23	federal 5:4 5:13 5:17	first 16:4 17:15 46:17 52:2
experience 19:20	facility 23:18 36:14 39:18	feeding 27:13 35:14	fish 35:13 35:13
experiments 20:14	facing 5:16	feeds 3:10 17:18	fishermen 3:19
export 5:11 6:7 6:14 9:25 28:1 38:16	fact 4:6 6:10 33:1 55:7	feel 17:2 27:11 31:8 42:1 46:1 47:9 54:13 57:13	FISK 56:11
exported 34:11 38:15	factor 44:9 50:19	feeling 19:2 57:1	five 16:8 19:11 22:13 22:14 24:2 42:9 55:3 55:7
exporting 34:12	factored 17:20	feet 19:18 52:21	flood 33:21
expose 53:14	factors 33:1	felt 12:8 42:12	floods 33:16
exposes 53:12	faith 3:2 41:1	fighting 49:6 49:7	flow 2:23
ex-teacher 56:13	falsehood 42:17	figure 32:20	folks 37:19 53:12
extended 19:24	families 54:22	filters 3:17	follow-up 20:5
extinction 6:25	family 41:9 41:15 41:18 48:9	filthy 15:14 54:4	food 6:21 39:24 49:15
extra 12:13 36:10 36:12	farmers 3:19 56:3	financial 8:25	foot 11:16 53:5
extracted 19:24 19:24	FARRELL 30:5	fine 31:18	footprint 51:15
extraordinary 2:22	fashion 37:2	finish 53:22 56:10	force 35:3 37:14
extreme 27:15	fast 6:24 23:25	fire 10:17 14:11 14:14 14:17 23:24 24:3 24:6	forced 5:6
extremely 11:13	father 27:10 29:9		foreign 43:15
	favor 41:17		foremost 17:15

forever 24:19	25:19 25:20	26:24	56:16
form 4:10	31:4	52:4 53:6	greatest
11:3	50:23 52:12	getting 12:21	12:18
former 3:6	fullest 46:3	22:2 24:1	greatly 31:11
forms 45:16	full-time	29:18	green 16:6
forth 16:9	19:22	45:8 45:12	17:16
fossil 4:22	fumes 13:8	global	18:3 50:4
24:19 25:10	26:2 55:8	15:10 30:24	grew 5:23
25:20	55:14	50:2 50:17	30:8 42:1
31:4	Fund 5:25	globalization	ground 2:12
50:23 52:12	future 7:2	28:2	2:14 5:2
52:14	7:2 13:24	globally	5:12 6:16
Fourth 11:1	14:1 31:5	26:12 36:25	7:3 12:20
fracking	38:2	God's 49:14	44:6 44:9
17:19	48:25	gone 19:1	45:16
frankly 50:22	53:4 54:1	42:1	groundwater
freeway 46:10	57:2	goods 56:16	9:3
Frenchtown		56:24	group 22:7
10:14	G	government	groups 41:19
frenzy 27:13	gain 54:19	5:17 6:10	Grove 23:17
friendly	gallery 52:21	25:14 37:25	grow 20:22
49:22	GARY 7:4	grade 10:16	31:25
friends	gas 6:16	46:20	Growers 40:1
4:11 27:8	24:18 44:12	grain 39:25	guaranteed
front 22:7	gases 8:14	40:2	44:22
55:4	gateway 2:1	40:10 40:17	guess 19:2
Froscheiser	2:8 31:14	grandchildren	19:14
38:19 38:21	general 13:14	25:2	43:4
fuel 13:14	49:5	25:16 27:19	43:17 43:20
25:10 39:18	generated	32:25 47:20	Gus 22:15
52:15	7:19	48:10 48:11	guy 19:6
fueled 36:15	generations	grandfather	
fueling 36:14	3:14	27:10	H
46:23	32:24	Grandma 25:17	habits 54:23
fuels 4:22	38:3 49:13	grandmother	half 4:7 13:3
8:9 24:19	gesture 15:18	3:3 4:4	46:16 49:19
	gets 26:21	great 21:5	hall 15:23
	26:22 26:23	53:16 53:17	

hand 9:21	39:3 48:17	help 2:21	52:5 53:17
handle 5:1	Hayden 46:23	18:9	hopefully 3:3
hands 27:1	hazard 22:1	18:12 18:13	hopes 27:23
HANK 31:6	22:2 32:8	25:17	hoping 3:15
happen	health 7:16	38:2	hopper 40:2
20:14	7:23 11:7	41:21 51:2	40:2 40:5
23:5	11:10 11:13	HENRY 45:4	40:14
47:22 48:8	13:9 15:1	here's 31:15	horrendous
happened 56:2	16:16 16:25	he's 37:23	55:9
56:4	17:3	37:23	horrible 6:12
happenings	17:20 17:21	Hi 30:6 33:10	hour 13:12
47:21	20:10	high 10:18	hours 10:12
happens 51:12	24:7 26:2	18:8 20:1	10:23
51:24 52:14	26:4	29:9 53:15	12:6 35:6
happy 17:9	28:19	higher 30:2	house 46:15
hard 14:20	29:1	Highway 51:13	housed 28:9
20:24 33:14	29:12 43:18	highways	houses 10:16
47:16 53:23	50:10 51:22	44:19	housing 54:21
harm 49:10	52:8 53:1	hired 39:14	54:22
Harrison 9:22	53:8 54:23	historic 7:11	huge 9:24
Harvard 27:5	hear 22:10	7:14	30:25 57:11
hate 30:14	57:16	history 28:23	human 6:20
54:11	heard 8:21	56:13	7:23
haul 19:11	11:15 11:19	hit 29:23	49:22 55:13
19:14 21:14	13:12 47:24	29:24	hundred 25:16
hauling 12:12	hearing 2:2	30:1 48:2	35:18
19:5	3:15 9:2	hits 35:5	36:1 36:3
Hauser	9:2 46:25	home 12:2	36:4 36:5
18:22 36:16	heart 14:17	15:16 22:20	36:7
39:18	24:7 41:2	29:20 29:21	47:10 57:12
haven't 11:15	heaven 42:7	29:23 51:12	hurt 51:3
having 3:6	heavy 5:23	55:4	husband 11:10
9:15	32:13	homeland	_____
12:19 14:17	Heck 51:2	43:10 49:8	I
22:12	HEDGE 49:16	homes 10:18	_____
28:4 29:24	hegemony	27:14 55:5	i.e 38:14
	27:16	hope 28:7	I'd 9:9
	Helena 29:5		

11:9 35:24 42:10 Idaho 3:25 5:22 30:22 36:16 39:19 Idaho's 6:1 idea 32:19 44:3 46:3 50:3 identically 12:7 idiotic 19:6 idling 11:5 55:8 ill 29:1 I'll 10:5 I'm 2:7 2:9 2:24 3:4 3:6 3:15 4:4 5:3 6:14 7:5 9:8 9:11 9:23 15:1 15:8 16:6 17:4 17:5 17:5 17:6 17:14 18:6 19:2 19:22 21:19 22:4 22:8 23:11 24:11 24:12 24:13 27:7 28:21 29:9 29:13 30:6 30:12 30:16 30:18 31:13	31:13 32:4 32:7 33:7 33:7 33:10 33:10 36:24 37:3 37:4 37:7 37:19 38:4 39:1 42:24 44:1 44:1 44:4 46:8 46:17 47:9 47:20 48:22 49:20 49:24 51:8 52:19 52:23 52:24 52:25 53:3 53:7 53:22 56:13 56:19 57:14 imagine 22:12 36:13 46:22 48:13 51:25 imagining 42:22 immediate 57:2 immediately 26:11 impact 3:9 3:16 3:25 7:12 11:3 16:18 20:8 24:15 30:13 30:17 30:21 31:1 35:24 36:17 42:14	43:7 43:9 43:10 47:7 49:3 50:18 56:9 impacted 7:21 10:6 24:7 49:1 55:23 55:24 impacts 4:20 5:19 7:10 9:24 16:16 16:25 21:8 24:24 43:18 impending 52:5 importance 9:20 50:7 important 5:24 17:22 50:13 50:17 importantly 4:4 imported 38:15 impossible 39:4 impression 44:4 improvement 16:14 improvements 2:13 2:17 30:19 inability 10:6 incident	33:21 include 4:18 34:17 included 9:14 including 34:7 inconsistent 49:22 increase 2:21 7:15 8:2 13:11 16:20 23:14 24:6 52:23 52:24 53:13 53:19 55:20 56:6 increased 7:12 7:21 20:5 33:18 36:8 50:5 53:9 incredible 28:22 55:20 individual 28:21 individuals 4:6 20:10 28:15 industrial 5:23 40:12 47:2 47:3 56:6 industries 8:17 industry 5:4 5:13 6:7 6:9
---	---	---	--

6:11 8:18	4:19 5:2	9:4	JUSTIN 28:11
13:20	11:15	JEREMY 23:9	<hr/>
26:9 29:13	13:2 13:7	jet 35:5	<hr/> K <hr/>
inefficient	17:4	Jo 33:10	KADEN 48:20
45:10	36:20 36:20	job 18:2	Kaiser 40:4
influence	36:24 37:20	37:17 37:18	Kelly 38:19
9:19	39:10 40:21	37:20 37:23	keystone 50:9
infrastructur	41:6 43:9	41:9 41:10	kid 26:20
e 4:18 6:17	50:13		26:21 26:23
17:18 30:18	issues 5:16	jobs 3:18	kids 17:1
32:14 32:17	9:14 9:21	4:12 6:17	42:9 51:20
36:11	11:9 13:9	6:19 6:20	kill 35:13
INGRID 47:18	14:5	6:22	35:15
injurious	16:10	13:17 13:18	Killsnight
2:19	34:3	13:19	42:25 43:2
Inland 3:11	37:17 37:18	18:3	KINSTRY 13:1
Inlander	43:5	27:15 29:11	KNIGHT 8:19
28:14	item 14:22	29:13 29:15	known 29:22
instance	I've 2:11	33:24 33:24	53:17
16:11 20:21	4:11 8:21	34:1	KRISLOCK 3:1
instead	16:8 16:8	37:21	<hr/>
18:1 31:3	16:10 16:12	38:1	<hr/> L <hr/>
integrity	16:17	39:11 39:11	labor 42:6
9:18	21:4 21:7	39:12 40:22	42:8 42:20
interest	25:25 34:21	41:7 41:8	lakes 42:3
17:25 46:1	37:13 38:22	41:14 41:15	Lame 42:25
interests	46:14 47:24	41:15 41:18	land 5:14
17:18 41:2	48:4	41:22 42:19	20:15
intersections	51:23 51:23	42:20 42:22	28:5
11:17	54:16	48:15 48:16	48:25
investing	Iverson 5:22	51:2 52:9	49:1 49:1
17:17	<hr/>	54:6 54:8	49:10 49:14
involved	<hr/> J <hr/>	56:20	landowner
39:20 52:2	JANET 14:7	57:2 57:4	27:10
isn't 19:4	JANICE 50:11	JOHANNA 33:9	lands 13:22
26:6	Japanese 35:8	JOHN 35:22	Lane 17:11
issue 4:16	JEFF 49:16	JOHNS 21:3	24:10 36:22
	JEFFREY 25:22	Judge 35:12	
	jeopardized	35:18	
		justice 28:8	

51:6	level 20:1	25:1	long 14:2
large 2:20	53:15 56:6	30:16 33:12	16:17 57:11
54:9 54:12	levels 8:2	37:11	57:12
largely 10:11	8:9 8:12	46:9 47:1	long-range
last 12:8	Liberia 34:7	51:11 51:19	24:12
13:13 38:12	life 3:11	54:22	long-term
lasting 18:3	28:17 47:11	liveable	24:14
Latah 25:4	51:4 53:18	49:21	lose 11:2
46:12	lifestyle	lived 21:4	11:3
late 26:23	47:17	24:16	losing 13:21
later 26:3	lifetime	34:6	loss 3:18
Laura 11:24	35:14	37:13 46:14	3:18 23:3
law 15:3	lifetimes	lives 22:8	lost 4:11
laws 5:4 31:9	30:3	28:21	lot 4:7
lead 6:2	light 37:18	living 7:16	9:11 11:2
6:4 19:24	38:1	20:10 28:15	14:10
20:15	limited 14:20	28:18 28:20	18:7 19:3
leader 17:16	23:12	28:25	29:13 30:11
leaks 44:11	limits 18:24	Livingston	37:5 42:4
learning 6:3	Lincoln 39:14	33:10 33:11	42:12 53:12
least 3:13	49:19	33:23 34:6	54:10
13:12 20:15	line 19:18	load 18:18	loud 14:23
36:10 36:17	20:11 20:12	40:10 40:17	22:10
38:17	20:22 56:10	loading 8:8	love 37:15
leave 9:25	57:9	40:1	37:15
31:17	lines 24:18	loads 35:25	low 18:8
lengthy 2:15	literally	local 2:14	lower 8:9
LEONARD 15:6	47:9 56:17	20:20 30:18	8:12 18:11
LEONETTI 2:6	little 15:8	41:2 51:18	loyal 8:22
less 9:21	15:24 18:11	located	LUNDELL 25:22
36:19 37:10	29:17 30:1	7:13	lungs 27:3
47:15	live 2:9	10:18	
lets 15:23	11:11	12:2 43:3	<hr/>
let's 38:1	12:2	locomotives	M
43:17	12:16	53:9	<hr/>
	13:2	loft 7:13	main 10:11
	19:17 20:11	logistics	14:5 14:8
	22:19 24:19	19:12	32:3
			33:14 34:13
			45:19

mainly 23:11 23:14	MARY 30:5	members 16:4 48:9	33:6
maintain 53:18	mask 40:6 40:6 40:7	mend 16:11	missing 42:4
maintenance- of-way 36:10	materialize 42:23	mental 23:3	Missoula 8:19 9:22 10:9 10:11 48:20
major 3:10 16:24 19:18 20:2 20:4	Mathew 48:20	mention 3:21	mitigate 52:3 52:4
makers 9:16	matter 13:15 55:11	mercantilism 56:15	mitigated 15:12
Malvern 38:7	MAX 26:14	merchants 22:22	mitigating 8:4
mammal 50:7	maximum 32:16	mercury 20:3 31:23	mitigation 4:20
management 34:25	may 14:3 31:21 32:16 32:16	methodology 15:20	money 4:7 4:13 14:3 18:2 41:3 54:10
manager 23:20 23:21 38:23 39:4	maybe 18:25 26:5 40:6 40:7	middle 5:6 13:5 47:13	Money's 14:19
manufacture 28:1	MC 9:22 13:1	mile 13:3 29:2	monitoring 8:1
manufactured 56:24	McMorris 15:22	miles 9:1 9:15 28:18	Montana 3:24 4:15 5:3 5:10 5:15 8:20 9:2 9:23 10:1 10:9 10:14 24:25 30:22 33:9 33:10 33:11 43:1 43:4 43:8 43:19 48:21
manufacturing 27:24 50:22 56:16	mean 13:11 13:18 13:25 21:12 37:22 39:11 39:12 41:7 47:9	Military 4:18	
Maple 48:2	means 10:10 35:25 55:23	MILLAN 9:22	
MARIE 54:25	measure 24:14	million 4:8 11:20 19:23	
MARILYN 17:11 43:24	measures 8:4	Millwood 12:4	
marine 50:7	meeting 6:12 15:9	mined 9:3 45:7	
Mark 52:17 52:19	meetings 15:23	mines 5:8 5:9 49:7	
markets 10:25	Melonas 22:15	minimize 16:18	
Mart 41:10	member 43:3	minimum 41:9	
MARTIN 4:2 19:16		mining 5:23	
		minutes 14:6 18:25 22:16 24:1 24:2	

MOOS 46:6	7:11	13:13 14:25	44:11
morning 22:11	nations 43:15	22:11 47:13	numerous 32:6
MORTON 39:22	natives 27:10	nights 55:8	nursing 22:20
Moscow 5:22	natural 17:23	Nobody 15:15	nutritional
mostly 47:20	19:21 34:12	noise 7:17	6:21
mother 3:3	43:14	8:2 8:14	<hr/>
4:4 29:9	44:3 44:5	12:15 12:21	O
mountain	44:8 49:2	12:22	obsolete 28:9
31:15	53:24	13:2	obvious
mountains	Nature 37:12	14:22 22:10	32:8 32:25
31:13 40:25	nearby 54:21	23:8	occurred 57:7
move 23:25	Nebraska	46:17 50:15	occurrences
42:9 52:12	39:14	52:25 54:20	50:21
moved 41:25	necessity 6:3	55:9	oddly 46:24
42:5	6:19 6:20	noisy 46:21	offended 39:1
moving 7:19	neighborhood	46:21	offered 27:12
multiplicatio	7:6 17:7	none 29:20	office 49:18
n 27:21	17:9 19:8	north 10:10	officials
munitions	27:18 51:13	11:24 21:17	25:14
29:15	neighbors	33:12 33:19	offset 38:17
MURPHY 24:9	25:3	38:7	oh 26:3
51:6	NELSON 27:5	38:19 41:23	27:3 43:17
muscle 26:10	nephews 48:24	Northern	oil 6:16
museum 28:9	network 3:8	3:7 12:3	24:17 50:22
myself 8:23	8:16	16:9 21:5	okay 14:8
53:1	NEVINS 11:8	21:6	43:22 46:3
<hr/>	newborns	38:22	old 29:8
N	48:24	39:6	47:10 48:12
NAFTA 27:13	nice 15:18	39:14	one-of-a-kind
Nancy 22:5	23:18	43:3	52:22
22:8	42:2 42:3	43:11 43:19	one-off 5:18
narrow 33:20	53:3 54:1	Northwest	one's 48:12
nation 17:15	nieces 48:24	3:11	48:12
national 4:16	night 10:12	31:15	open 5:8 7:18
4:19 4:21	12:7	32:1 39:20	7:18
	12:22 13:5	nothing 9:21	
		noticed 51:23	
		nowhere 55:17	
		nuclear 29:12	

opening 53:2	13:21 21:11	47:4	12:16
operate 36:2	Otis 38:7	particle	16:2
operation	ours 33:3	31:18	18:14 21:14
19:3	outdated 54:4	particular	21:24 22:19
operations	outside 18:25	23:24 54:12	23:11 28:20
38:24	19:6	particularly	29:1
opinion 17:13	29:18 47:12	32:13 52:25	30:12
opportunities	overhead 16:1	particulate	36:7
27:25	overpass 2:18	26:3	36:12 37:15
opportunity	14:16 14:19	particulates	40:22
38:16 38:17	overseas	8:14	41:4 41:8
opposed	17:24	19:25 45:14	42:6
2:24	overwhelming	55:14 56:1	42:12 42:21
17:14	50:1	parties 9:14	49:9 52:7
37:3 38:5	owner 52:19	Pasco 36:3	people's
41:11	owners 7:7	36:3	14:24 14:25
46:8 51:9	owns 15:15	pass 10:23	per 19:23
opposition		15:3 24:2	22:14
2:7 8:22		53:6	29:2 36:7
option 53:4		passes 22:23	51:17
oral 6:3		passing 54:3	percent
orally 6:11		past 4:10	2:12
Orcas 50:8		33:2 33:2	11:21
Orchards 38:8		Patrol 32:5	33:2 33:3
order 5:8 8:6		PAUL 19:16	Perfect 37:11
13:11		pay 2:12	37:12
ore 12:9		paying 30:19	perhaps 7:1
12:12 40:3		payloads	11:13 16:21
Oregon 25:9		27:22	period 19:5
49:25		Peabody's	56:13 56:17
Orient 36:19		28:8	permission
original 21:5		peace 47:12	7:8
OSHA 47:2		Pentagon 4:17	permit 9:24
others 9:8		people 4:8	PERRY 40:18
otherwise		4:12 5:24	person 3:2
		9:10 9:25	57:9
			personally
			25:2

personnel 36:8	36:8 36:10 36:12 39:19 50:7	26:24 31:9 31:10 32:25 34:3 37:1 37:9 44:9 45:9 45:12 45:19 50:15 51:1 53:9 54:14 54:20	32:11 Powder 36:7 38:16 51:9 POWELL 32:1 power 35:16 35:17 powers 5:14 8:24 practices 40:12 predicted 27:15 prepared 27:6 presently 34:24 pretty 37:8 prevailing 45:13 previous 19:20 primarily 38:9 primary 50:19 private 5:4 5:4 5:13 5:14 5:20 pro 39:11 56:19 56:19 probably 12:10 14:20 18:10 18:12 18:25 19:7 19:10 20:16 24:8 36:9 40:15 42:2 problem 12:21
PETE 32:1	plusses 39:16	poor 40:15 54:13 54:21	
PETERS 11:24	point 2:8 9:24 21:2 42:15 42:16	population 6:19 28:6	
phenomenon 12:11	poisoned 3:13 6:2	port 34:13 34:16 54:7	
Philippines 30:1	poisonous 52:3 53:25 54:1 56:10	portion 24:4	
PHILLIP 14:7	poisoning 3:13 6:2	ports 4:23 25:8 32:22	
physical 23:4 39:5	poisonous 56:23	pose 17:15	
physically 39:4	polarization 27:15	positive 38:12 47:14 48:16	
picked 51:13	political 17:5	possibility 29:11 47:24 57:11	
picture 3:16 3:24 27:11 52:2	POLLARD 7:4	possible 9:18 15:2 33:22 47:16 47:21 51:17	
pieces 27:8	pollutants 31:11 54:18	possibly 14:19	
pills 13:4	pollute 21:22 31:22 34:2 57:3	post 15:25	
Pinecrest 36:22	polluted 3:12 21:23	postcard 15:24	
Pines 16:7	polluting 17:23 22:2 44:16 44:20 45:2	potential 23:21 53:13	
pipelines 24:18	pollution 3:20 3:22 9:4 12:15 12:15 13:2 13:7 13:16 23:8 23:8 26:19 26:22	potholes	
pit 5:8			
places 9:24 38:25 54:2			
planet 57:3			
plant 39:5			
plants 49:4 49:25			
play 51:21			
Please 23:7 25:19			
plus 18:13			

23:13	proposed 4:23	questions	49:3 52:21
24:1	prove 44:2	43:14 43:15	railroaded
55:25 56:5	proved 39:18	43:22	27:17
problems	provide 41:21	quickly 10:7	railroads
12:18 12:18	providing 7:1	quite 16:10	2:11
27:21 33:24	7:2 13:18	57:6	15:18 32:18
34:3 37:1	41:18	quote 27:4	48:25 49:7
process 11:25	psychologists	<hr/>	rails 10:23
42:14 42:23	23:2	R	38:1
55:14	public 2:2	radical 16:4	rain 35:9
produce 45:11	2:20 2:24	radioactive	35:14
production	13:22 17:20	29:14	rained 15:15
24:17 50:19	41:21	rail 2:21	rains 54:16
productive	Pullman 51:13	7:18 8:6	rainy 45:23
57:4	punish 27:19	10:22 16:21	ranchers
products	purposes 49:4	20:12	5:5 5:14
10:24	pursuing	32:3 32:7	ranches 5:5
profits 28:6	17:16	32:20 33:18	5:20
programmatic	putting	33:22 37:18	rape 54:10
9:13	4:22 18:2	39:12 45:22	rate 6:24
project	44:22	52:23	Rathdrum
8:22	puzzle 27:9	53:6	39:19
21:10	<hr/>	53:12 53:13	rather
30:7	Q	53:14 53:19	24:14 45:23
30:10	quality 4:5	54:8	48:17
45:6 46:2	4:6 7:24	railbeds	Rattlesnake
46:8 51:10	11:1 11:4	45:25	8:19 10:10
projector	24:13 25:12	railroad	rattling
16:1	47:11 53:17	3:6 5:6 5:7	45:21
property	53:18 54:13	5:7 5:10	raw 56:15
7:7 15:1	quantity	5:21 8:16	reach 32:16
19:23 20:10	40:13 55:11	10:15 11:17	ready 16:2
21:7	55:25 55:25	15:13	27:17
proponents	quarters 13:3	16:6 17:7	real 20:18
8:23	question 5:20	19:3 19:3	41:11 41:12
proposal	15:2	22:1	54:19
2:7 43:5	20:18 55:10	33:11 33:12	
43:16		33:15 36:18	
		38:25 39:17	
		42:21 46:16	

realize 47:8 55:10	reeks 6:9	require 36:1	result 3:19 22:25
really 15:14 21:1 21:2 26:25 29:16 30:14 30:20 37:1 38:4 41:5 41:20 42:2 46:1 47:14 47:16 51:9 52:1 52:5 52:10	regard 9:18	required 2:12	results 57:7
reason 17:4 34:9 34:13 42:5 45:19 51:13	regarding 43:5 43:13 43:16 50:13 50:13 50:15	res 49:3	retire 42:2
reasons 16:24 18:6 33:6 34:15 35:2 52:24	region 20:1	research 23:3 23:7	retired 27:9 34:24 38:23
recent 28:14 29:25	registry 7:11	researching 47:24	retirement 23:19
reclaim 3:13	regular 8:23	reservation 43:11 43:19 49:2	REVILLE 26:14
reconsider 56:2	regularly 8:24	resident 28:13 51:8	rid 29:15
record 17:13 30:1	regulation 4:24	residents 7:6 14:14 22:20 23:5	RIDE 18:5
records 33:3	regulations 25:12	resource 13:25 44:3 44:6 44:8	ridiculous 50:3
recovery 35:13 35:19	REIMANN 43:24 45:4	resources 8:25 17:23 34:10 34:12 42:8 43:10 43:14 49:2 53:24	rig 26:1
recreate 51:18	release 11:6	respect 45:8	rightly 56:24
reduce 4:20 8:4 17:8 51:15	relevantly 23:18	respectfully 9:9	risen 33:1
	remarks 27:6	respiratory 27:20	risk 32:8
	remember 26:1 44:25	responsible 15:17	River 5:5 5:10 35:12 36:8 38:16 51:10
	renewable 34:1 48:16	restricting 21:11	riverbeds 31:16
	repeat 56:18	restrictions 33:5	rivers 31:11 44:19
	report 22:22		Riverside 7:5
	representing 7:6		Road 5:22 11:24 21:3 27:5 38:7
	represents 28:22		robber 37:23
	Republican 15:22		robbing 37:24
	request 47:15		ROBIN 16:6

short 16:16 28:23	slogan 37:11	speak 6:11 7:8 15:23 16:3 16:4 17:4 35:24 48:23 57:15	32:5 32:12 32:16 33:25 34:19 34:21 35:22 36:2 36:6 36:22 37:4 37:5 37:10 37:15 38:20 38:24 39:12 39:20 39:23 41:23 42:12 43:24 45:4 46:6 46:18 46:20 46:22 47:1 47:7 47:19 48:1 49:16 49:18 49:21 49:21 50:12 51:6 51:8 52:17 52:20 53:16 53:20 54:12 56:11 57:7
shorter 28:18	slope 28:2		
short-term 24:13	sloppy 40:11		
showed 42:21	slowly 49:1		
sick 26:21 26:23	small 10:14 14:21 52:19 53:10 54:5	species 6:25 50:9	
sidetracked 28:9	smaller 49:10	specific 29:20	
sidings 36:12	SMITH 21:17	speed 8:13 18:24 35:6	
siege 49:9	smoke 3:21	spent 35:11	
Sierra 39:2 41:19	Snake 35:12	splices 16:12	
signal 36:12	soil 31:9 31:25	spoiled 30:15	
significant 28:19	solar 26:12	Spokane 2:6 2:9 2:9 2:16 2:20 2:23 3:1 3:11 4:2 7:4 7:8 8:18 9:2 11:8 11:12 11:24 15:6 16:7 17:12 18:5 18:20 19:16 19:19 19:19 20:13 21:18 21:21 22:3 24:10 25:1 25:5 25:23 26:14 27:10 27:12 28:11 30:5 30:16 31:14 32:2 32:4	
Silver 6:1	solution 15:2		
SIMCHUK 50:11	solve 15:9		
simply 15:18 28:25 29:15	someone's 14:17		
sit 47:12 51:12	somewhere 19:8 36:14		
site 5:25 44:11	son 29:8 33:19		
six 19:11 22:8	sort 15:10		
sleep 12:22 14:24 22:25 23:3	sound 38:2		
sleeping 13:4	sounds 11:21 48:7		
slide 16:1	source 18:1 52:3		
slippery 28:2	sources 18:4		
slob 40:15	South 21:3 27:5 50:11 54:25		
	Southeastern 43:4		
	span 28:17		
			Spokane's 51:12 spoke 28:14 57:9 spokesperson 22:15 sprayed 8:8 spurs 8:16 stacked 6:11 staff 14:20 22:21 stake 42:17 stand 6:6 9:11 41:6

48:22 51:16 52:11 standards 31:10 standing 49:13 start 4:25 5:1 46:2 52:13 53:22 started 16:13 23:25 55:2 state 32:5 40:20 50:25 54:25 statement 30:21 42:14 47:8 55:2 states 32:17 32:21 34:23 50:14 54:7 57:5 station 14:12 46:23 54:8 station/ rescue 14:12 stations 14:14 statistical 27:8 status 28:3 stay 6:16 7:3 44:8 steelhead 35:10 steroids 29:21 29:22	29:22 STEVE 4:15 11:24 stop 4:22 17:10 18:21 22:23 25:19 50:24 stopped 25:6 33:15 54:17 storm 29:25 29:25 30:1 straight 40:19 strange 5:3 straps 16:11 stream 35:5 45:25 streams 42:3 44:20 street 9:22 13:1 14:7 21:17 22:5 22:5 22:8 22:22 23:9 23:9 32:12 33:9 48:2 48:20 50:11 streets 25:5 Stress 22:25 strip 17:22 strong 28:7 strongly 55:23 55:24 struggle 28:8	stuck 48:3 student 19:22 students 22:22 studied 43:20 Studio 52:20 stuff 31:15 submission 6:3 subsidizing 43:14 success 41:12 Sudan 34:7 suddenly 28:5 suffer 21:24 21:24 27:19 28:20 29:1 48:12 sufficient 24:8 sulfur 18:8 18:8 summer 53:11 54:13 Summit 47:18 Sunday 55:16 Super 5:25 29:25 50:22 superintenden t 38:24 supply 4:25 supplying 24:20 support 36:8 52:9	supporting 17:17 37:23 50:3 suppose 15:17 19:10 supposed 27:3 44:14 suppressant 8:7 sure 9:8 9:11 19:10 29:9 29:13 42:21 surface 8:8 surges 30:2 surplus 42:8 surveys 20:6 survival 6:20 sustainable 4:13 17:16 18:3 34:1 56:7 sustains 3:10 sweep 27:23 sympathize 33:24 synthesize 14:1 system 16:19 systems 31:24 <hr/> T <hr/> tackifying 44:14 44:15 44:17 tactics 18:15
--	---	--	---

40:23	testify 51:9	42:8	32:17
taking 28:2	testifying	44:10 44:11	ticket 22:7
29:7 44:5	8:21 24:11	44:24 46:14	tie 41:6
talk 11:9	testimony	46:20 46:22	41:14
15:8	30:6	46:22	tired 40:17
23:22 48:15	testing 29:14	47:6	tires 48:4
talked	thank 4:14	47:13 47:25	today 48:22
16:12 55:3	11:23 25:21	52:2 52:3	48:23
talking 22:23	27:2 30:4	52:6	ton 19:9 29:2
31:17	33:8	they'd	
39:2 42:7	34:18	11:20 40:5	Tongue 5:5
42:11 42:20	38:6	they'll 40:15	5:10
Tanzania 34:7	39:21 42:24	they're	tons 19:7
taxpayer	43:23	4:25 5:17	19:13
2:9 2:23	46:5	15:14 16:22	48:6 48:6
taxpayers	50:12	17:1 18:7	top 40:25
2:14 2:20	51:5	18:14 18:17	total 3:16
6:1 30:18	52:16 54:24	18:23	36:1 36:1
teach 19:22	thanks 2:25	19:1	36:7 38:13
technologies	21:16 25:16	20:18	tough 41:12
8:11 56:21	51:8	41:2 41:3	tourism 3:19
technology	Thanksgivings	41:13 41:19	TOUTANT 36:22
26:10 28:10	55:8	42:11 42:20	towards 52:12
50:4	thereby 8:18	42:22	town 10:5
ten 19:8 19:9	Therefore	they've	10:15 10:16
TERESA 11:8	44:13	29:5 29:5	10:17 14:21
term 16:17	there's	Third 28:3	15:4
16:17	4:24	34:9 34:9	15:23 18:24
terminal	10:19 14:10	34:11 56:17	26:7
2:1 2:8	14:11 14:15	THOMPSON 4:15	28:22 33:11
9:25 10:3	15:16 16:25	thorough 43:6	33:12 33:14
38:23 39:4	17:3	43:18	50:25 51:14
terminals	23:17 23:21	Thorpe 34:19	track 10:6
42:16	24:1	thousand	12:10 12:17
terms 32:17	24:24	19:13 19:25	13:3
terrible 48:7	33:6	threat 24:6	22:18 23:15
	33:23 34:15	throughout	36:11 46:10
	34:15	3:11	54:17 55:5
	38:4	15:13 26:10	
	39:16 39:16		

tracks 2:18 3:8 7:20 10:7 10:19 10:21 11:5 11:11 11:18 12:3 12:4 12:7 12:11 12:14 13:10 14:13 14:13 14:15 14:16 16:12 16:13 22:1 22:9 22:20 23:12 23:16 28:16 29:6 32:14 44:19 49:20 51:23 52:22	trail 55:4 trails 51:19 train 6:14 7:12 10:21 11:11 11:25 12:22 13:6 14:22 18:22 19:7 22:9 22:10 22:13 22:23 23:7 23:21 24:2 25:25 26:18 27:1 28:9 31:3 31:16 31:19 41:13 44:16 44:19 44:21 44:21 46:10 46:12 47:25 48:1 48:3 49:20 49:20 55:3 55:4 55:7 55:9 55:21	19:4 19:8 19:9 19:13 20:21 21:12 21:14 22:14 22:15 22:16 22:17 23:6 24:25 25:2 25:6 27:22 29:3 29:6 30:17 32:12 32:13 32:15 32:20 33:15 35:1 35:20 36:1 36:2 36:7 36:15 37:3 37:9 39:3 39:7 40:23 41:5 41:11 41:16 41:17 41:19 42:17 46:18 46:19 46:21 46:22 46:24 46:25 47:5 47:6 47:11 47:13 47:15 48:6 51:16 51:17 54:15 54:16 54:18 54:22 55:6 55:11 55:12 55:25 57:11	transportatio n 27:25 50:14 transported 20:17 45:10 45:20 travel 9:15 18:24 29:6 traveled 29:3 travels 3:8 Trent 16:7 16:25 trestle 48:3 tribe 43:3 48:22 49:6 trillion 38:14 trip 44:16 triple 36:11 true 5:19 truly 50:17 truth 28:8 try 40:8 trying 18:14 49:9 49:21 TUESDAY 2:4 tumors 4:11 type 43:15 54:4 typical 2:18 <hr/> U <hr/> U.S 4:18 34:24
Trackside 52:20 trade 38:10 38:12 38:14 38:18 traffic 2:14 2:21 2:23 3:22 7:12 7:21 10:13 20:5 23:22 25:5 27:23 32:3 32:7 33:18 33:22 37:4 49:20 50:6 50:8 52:23 53:14 53:14 53:19 55:21	trains 2:15 5:21 7:10 10:2 10:9 10:20 10:22 10:24 11:1 11:5 11:12 12:6 12:7 12:9 12:13 13:7 13:12 14:9 14:11 18:15 18:20	transit 8:7 transition 52:11	

ultimate 51:3	32:17 50:14	7:13	walls 47:10
unbreathable 55:16 55:19	54:7 57:5	viable 41:15	WALTON 34:19
unclear 11:2	universities 20:24	viaduct 46:11 46:11 46:13	wanders 35:7
unconscionabl e 40:24	University 22:10 22:21	viaducts 15:14 15:19	warming 15:10 50:2 50:21 50:23
undercut 13:17	unknown 12:6	vibration 7:17 12:9 12:19 12:20	washed 45:24
underlying 9:18	Unlike 8:23	vibrations 52:25	washington 2:7 3:2 3:25 4:3 7:5 8:15 11:9 11:25 12:4 13:2 14:8 15:7 16:8 17:12 18:6 19:17 21:4 21:18 22:6 22:9 22:21 23:10 24:10 25:1 25:9 25:23 26:15 27:6 28:12 30:6 30:22 31:7 32:2 32:4 33:25 34:20 35:23 36:4 36:9 36:23 38:8 38:20 38:24 39:20 39:23 41:24 43:8
underneath 15:14	unnecessarily 57:3	vicinity 57:10	
underpass 2:18 33:16 33:20	upper 47:4	VIRGINIA 46:6	
understand 2:19 23:17 37:8 41:10 45:7	upstart 39:15	visionary 28:7	
understanding 14:10 53:23	urge 56:2 56:9	vitality 41:6	
understood 2:11	utmost 9:17	voice 42:13 54:23	
unemployment 40:20 41:8	<hr/> v <hr/>	volume 47:4 55:11	
unethical 17:15	valley 3:2 5:5 5:7 6:1 10:10 16:7 18:6 25:23 37:5 40:18	vote 25:24	
Unfortunately 33:13	values 15:1 20:10	VRIES 33:9	
Union 12:3 12:10 22:17	Vancouver 34:8 36:3 36:4	<hr/> w <hr/>	
unions 56:19 57:1	various 29:1	wage 41:9 41:9 41:15 41:18	
union's 41:17	vegetables 20:22	wager 10:5	
Unit 25:22	vehicles 23:13 24:1 55:23	waiting 48:7 57:9	
United	veteran 32:4	wake 47:13	
	via 28:14	Wal 41:9	
	viability	walking 28:24	
		WALKSNICE 48:20	

43:25	21:11 24:21	54:16	46:4 53:5
45:5 46:7	25:10	whistle 14:22	53:10
47:19 49:17	47:3 48:5	15:4 16:20	worked 32:5
49:25 50:12	49:12 49:21	whistles 13:6	38:22
51:7	51:19 51:20	14:25 16:15	working 41:7
52:18 53:21	52:11 52:20	Whitefish	world 17:16
55:1 56:12	53:11 53:17	4:15 36:6	25:13 26:11
wasn't	west 4:2	whole 4:1 6:9	26:17
23:21 23:22	7:4 11:8	24:3 24:3	28:3 34:9
42:9	17:11 19:16	26:9	34:9
waste 44:11	19:19	36:21 42:13	34:11
wasted 14:3	24:9	44:1	35:4 37:2
water 3:10	26:14 28:11	whores 41:3	48:17 50:21
4:6 6:21	30:5 31:6	who's 11:15	54:5 56:17
28:6	32:1 33:9	29:8	world's 17:25
30:13 31:24	34:19 36:22	wide 8:16	worldwide
35:10 35:15	39:11 39:22	wife 3:3	31:1
54:15 56:21	46:6	27:19 41:25	worry 4:5 4:5
waterways 3:9	47:18	51:11	4:6 4:9
3:18 42:3	51:6	wildlife 49:3	46:25
ways 31:2	52:17 53:20	49:15	worse 32:12
31:3 31:4	56:11	win 41:21	53:6
34:5	wet 45:23	wind 21:25	wrong 23:11
weather 53:6	wetlands	26:11 56:21	28:16 31:10
weather's	30:13	window 53:2	37:22
53:3	we've 5:2	windows 47:10	Wyoming
we'd 17:9	24:21 29:25	55:18	18:9 56:10
weekends	38:13 38:15	winds 45:13	_____
46:24	38:15	wish 12:23	Y
weeks 26:21	49:7 49:24	witness 29:7	_____
welding 16:13	whales 50:9	wonder 9:6	yards 19:17
we'll 45:13	Whatcom	9:6	36:12 55:5
we're 7:1	30:8	work 39:25	yesterday
7:17 11:6	30:14 30:23	40:19 40:19	23:16
12:14 12:19	whatever 24:2	40:20	yet 5:9
13:18 13:21	wheat 8:17	42:6 42:9	5:24 17:17
13:25 14:21	whether 13:15	42:10	young 29:8
20:2	24:17		younger 48:23
	25:8		49:13
	54:14 54:15		

yourself

20:25

youth 48:23

Z

zero 17:8

zip 28:13

28:15

zone 47:2

Public Verbal Comments (Room 1)

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GATEWAY PACIFIC TERMINAL

PUBLIC HEARING

TAKEN ON
TUESDAY, DECEMBER 4, 2012
4:09 P.M.

404 NORTH HAVANA STREET
SPOKANE VALLEY, WASHINGTON 99202

GATEWAY PACIFIC TERMINAL**PUBLIC HEARING****TAKEN ON****TUESDAY, DECEMBER 4, 2012****4:09 P.M.**

BEN STUCKART: My name is Ben Stuckart. I'm the City Council President for the city of Spokane. I appreciate you coming and having a hearing in Spokane.

On June 18th of this year, the City Council unanimously passed a resolution about coal trains. That resolution read that we ask that the potential impact to Spokane's public health, safety, economy, traffic and the air quality be assessed by the agencies conducting the environmental review and request that Spokane be included in any of the EIS hearings scheduled for the community in any project in the Northwest that may cause significant increases in association with rail traffic traveling via Spokane.

The city of Spokane and our legislative body stand united asking that in the EIS process, that you include local impacts, in particular in Spokane, because we are the choke point for the rail traffic that will come through. I ask that the EIS be cumulative. It should limit the impact of all five proposed coal export facilities, and that those negative impacts be mitigated by the involved parties if the

1 rail traffic does go through. We can't get to litigation if
2 we don't look at the whole area of study and we are impacted
3 such being at the choke point of potential for 63 trains,
4 that we ask that you consider that.

5 Heavy Traffic Ahead, published in July of 2012
6 points out that by 2022, Spokane we will have 63 trains a
7 day coming through Spokane. I keep hearing that we have
8 trains now that nobody is able is able to quantify how many
9 of those are. We should look and study that and study
10 whether the impact of increasing that by 63 are.

11 I keep hearing that 30 years ago we had more
12 trains coming through Spokane, but when I asked, I'm told
13 that's proprietary information, so we need to understand how
14 doubling the number of trains through Spokane will impact
15 our community.

16 The EIS should be cumulative to the -- if -- oh,
17 thank you very much.

18 **BETH LEADING:** My name is Beth Leading, and I live
19 in Billings, Montana. I'm a long-time member and the past
20 chair of the Northern Plains Resource Council, a grassroots
21 conservation and family agricultural organization in
22 Montana. We are dedicated to protecting our water quality,
23 family farms and ranches and ensuring that citizens are
24 involved in decisions that affect their lives. I'm here
25 tonight representing our 1700 members, many of whom live by

1 the massive coal strip mines and deal on a daily basis with
2 the negative impacts of coal mining.

3 Our members' livelihoods depend entirely on clear
4 air and water making sure the vegetation and lands that
5 remain intact. Many more of our members live along or near
6 railroad lines that will be the conduits for the millions of
7 tons of coal proposed for shipment to Cherry Point and other
8 proposed west coast terminal ports.

9 I traveled here with more than 60 Montanans. Stand
10 up, because not many of us are getting to speak, and these
11 coal trains that are hauling America's energy resources to
12 the coast for export to China do not magically appear at the
13 Washington/Idaho border. They come through, and from our
14 state, and the impacts Montanans will experience from
15 increased coal train traffic are the same as those that will
16 be experienced by Washingtonians living in Spokane.

17 The EIS team prepared by the Corps and its
18 partners must include the connective and cumulative impacts
19 of increased coal train traffic all the way back to the coal
20 mines in the Powder River Basin of Montana and Wyoming.
21 These impacts are real and significant and go far beyond
22 inconveniences. The ports cannot be built without the
23 connective and the cumulative impacts that increase coal
24 train traffic will cause all the way back to Powder River
25 Basin coal mines. So those impacts must be included in the

1 EIS. Thank you for letting me speak tonight and I certainly
2 wish there were others -- we have travelled over 500 miles
3 to speak since you wouldn't come to Montana.

4 **SUZI HOKONSON:** I'm Suzi Hokonson from Spokane.
5 These are my notes, so -- but I guess thank you everybody
6 for being here and you three in particular, and I was here
7 at 7:15 this morning, so --

8 Anyway, I am a citizen of Spokane and been
9 involved with the coal issue for about a year. I'm a long-
10 term member of The League of Women voters. I really believe
11 in studying issues, and I'm informed on a lot of these
12 things, and many of those things I could talk about, but
13 personally I'm talking about it because I have asthma, and I
14 have it under control. I've lost weight. I bicycle 2- to
15 3,000 miles a year, and I completely cleaned out my house.

16 As a textile artist, that takes a lot of work to
17 clean out all the dusty stuff. But I also have a grandson
18 at nine with asthma, and I am a strong union supporter.
19 I've done a lot for the union and different things, and I
20 believe this will bring 15 to 20 union labor railroad jobs
21 to Spokane, but my concern is the fact of environment. And
22 the trains up to 50 to 60 trains a day with four diesel
23 engines pulling each one of them, unless I am -- coal is the
24 three, and diesel is 10 times smaller the size of
25 particulates.

1 If you have ever had to go the emergency because
2 you can't breathe; if you've ever had a grandson who cannot
3 breath -- and yes, I think this will bring many, many jobs
4 to Spokane for the medical situation, but -- and I -- that
5 isn't for a laugh. If you have ever had a grandson, or
6 yourself, to the hospital, and I am just really concerned to
7 me this is an air quality and an environmental issue, and
8 because we have such a invert -- air inversion here in
9 Spokane that I hope this'll be something that you'll
10 seriously look at.

11 I'm not done early, right? So double everything I
12 said.

13 **ALAINA BUFFALO SPIRIT:** Hello. My name is Alaina
14 Buffalo Spirit. I am a member of The Northern Cheyenne
15 Tribe in southeastern Montana. I greet you hello, and I'm
16 here to speak against the coal trains because as a
17 landowner, a long-term owner in southeastern Montana, my
18 land is beautiful. The river is clean, the environment is
19 nice, and I would like to see it stay that way. I'm
20 speaking on behalf of my grandchildren and their children
21 for generations to come so they can enjoy the beauty that I
22 see in my country, the Northern Cheyenne lands.

23 And I speak with this emotion because I see the
24 coal trains and what they are doing. I live near the coal
25 mines of Colstrip, Montana and the poisonous area that

1 surrounds the communities. I am aware of the horrible
2 cancer. People are being affected by cancer in my native
3 communities, also in the Colstrip area.

4 Myself, I am a cancer survivor, that's why I'm
5 speaking today. I'm proud to say that I'm glad to be alive
6 today, but I'm very happy to see all the red. You guys are
7 a proud red nation. Thank you.

8 **RICH HADLEY:** My name is Rich Hadley. I'm with
9 Greater Spokane Incorporated. We're the chamber of commerce
10 and economic development group for this region. We have
11 about 1200 members that employ about 100,000 people in
12 Spokane and Kootenai County area. And I'm here to share our
13 support for a single site environmental impact on the
14 terminal area.

15 This area has been a transportation hub in its
16 history. I prefer not to call it a choke point. I think
17 frankly, that two -- two Class I railroads, interstate
18 system, fiber networks and an airport are what we need as a
19 region to be able to move manufactured goods, timber,
20 minerals, agricultural products and services to markets all
21 over the world if we're going to be competitive.

22 That's why we've become an intermodal center. We
23 have the Inland Pacific Hub here that's been the work of the
24 public and private sector to promote jobs and development in
25 international trade and we move about 4.6 million tons of

1 freight, worth almost \$500 billion on an annual basis
2 through our region.

3 The efficiency in moving goods to markets is
4 fundamental to the success in a competitive process
5 internationally, and that's why we're worried about the
6 programmatic EIS concept because it will function to
7 establish precedence that other commodities in the future
8 coal -- in addition to coal could be reviewed in that way
9 which would limit the ability for us to move goods and
10 services through here and makes a very selective kind of
11 judgment on what could be on a train or -- or a truck.

12 Some components are put on this coal. The
13 estimate is really more in the neighborhood of 20 to 25
14 trains, not the amount we heard. We work with Labor to
15 support a -- a single EIS.

16 **BETH KAEDING:** Hi. My name is Beth Kaeding, and I
17 represent the Spokane Regional Labor Council, AFL-CIO, and
18 actually labor and business will agree on this. I have the
19 privilege of representing tens of thousands of union
20 families in the Inland Northwest.

21 And a couple of things in -- regarding the EIS
22 site specific. We believe that the scoping of major
23 infrastructure projects should be site specific, not
24 cumulative or programmatic.

25 An example of this is a couple of years ago, about

1 10 or 15 years ago, there were multiple gas-fired power
2 plants proposed being permitted. Not all were built. To
3 have performed such scoping as though all of the permits
4 would be exercised would have been an act of fiction and a
5 waste of resources. This should not be the standard which
6 we oversee private development.

7 Again, in favor of site-specific scoping, Spokane
8 is not asked to weigh in on the merits of an additional
9 stadium in Seattle, nor were we asked about the rail spurs
10 for -- in Anacortes for Tesoro. There needs to be -- need
11 to allow this terminal regarding mitigation concerns.
12 Canadian permits to increase the size of their coal shipping
13 ports are -- are already in hand. If this project is not
14 permitted, mitigation of grade crossings and increased
15 vessel traffic cannot be mitigated consistent with
16 Washington environment law. And we as labor believe that it
17 is important to address these safety concerns.

18 Concerns about dust; the dust from wheat is dangerous to
19 humans and it has its own dispersion tables, yet it is a
20 bulk commodity and a project envisions ship -- that the
21 project envisions shipping, leaving out one to -- leading
22 one to believe that the comments about coal may contain
23 political hyperboles, and it should be received as such.

24 Economic impacts -- oh, okay, there you go.

25 JIM DeWALT: Good evening. My name is Jim DeWalt. I

1 am the CEO of Associated Industries here in Spokane. I'm a
2 small business representative established in 1910. I
3 understand there's a lot of people here to talk about the
4 environment. I'm not here to talk about that. I'm here to
5 ask politely that we take it up with the emotion down a
6 notch and consider these projects and our trade industry in
7 a calm and fact-based way.

8 I know some people dislike anything to do with
9 coal. They're welcome to that opinion, but I am here to
10 represent industry, and that represents trade. Trade
11 industry is directly responsible for nearly half of the jobs
12 in the state of Washington. Trains carry almost all of our
13 products to a port under the most fuel efficient mode of
14 ground transportation available. Every train takes hundreds
15 of trucks off the road, but because some trains will be
16 carrying coal, people are treating them as a problem and
17 making a variety of comp -- claims about the -- each of
18 these projects, I would suggest need to be considered on
19 their own merits.

20 As Associate Industries, we believe a reasonable
21 fact-base -- based discussion is possible on how these
22 terminals would fit into our trade industry. We believe
23 community end point -- input on these projects is vital;
24 that's why I'm here this evening. I'm not here to convince
25 anyone to like coal, but I'm here to ask that we stick to

1 the facts and respect the review process that every other
2 trade industry in the country follows, which was put in
3 place precisely because people wanted more environmental
4 reviews.

5 Thank you.

6 **LAURI HENNESSEY:** My name is Lauri Hennessey, and
7 I'm with the Alliance for Northwest Jobs and Exports. We
8 represent 51 organizations and that's 346,000 people.

9 I'm here to talk about trade. Trade is what
10 drives us. Four out of 10 jobs in Washington State depend
11 on trade. Our region's struggling, the recession is not
12 over in many parts of the region and construction jobs
13 particularly are still suffering.

14 We're at a crossroads here. We're looking at a
15 brand new way to look at the environmental regulation. A
16 programmatic EIS is unprecedented. If we continue down this
17 road, where's it gonna stop? What other commodities will
18 face this unnecessary extra review process? We have letters
19 from many organizations around the state saying they're
20 extremely worried about this unnecessary review. We know
21 people in this region agree with us, and they believe that
22 we can do these projects the right way.

23 In fact, 56 percent of the people in the
24 Washington State believe that we can do these projects in a
25 way that does harm the environment. We want to work with

1 you on the EIS, and we believe that there's a false choice
2 that you're hearing right now. We can do both. We could
3 provide jobs, many of them. We can provide tax revenues,
4 much of it, and we can support trade and a strong economy
5 and protect the environment all at the same time.

6 We urge people here and in other cities around the
7 state to come together to support this effort. Remember,
8 this is part of our heritage, part of the northwest, part of
9 what makes us a very, very trade-based state and we are
10 excited to work with you. Thank you.

11 MATT McCOY: Matt McCoy, Spokane, Washington. Well,
12 hello everyone, welcome to Spokane if you're from out of
13 town. I'm Matt McCoy, born in Leavenworth, raised in Chelan
14 County. I come from a family that made their living in the
15 apple industry. 34 percent of the apple crop this year will
16 be exported. I work for an organization called the
17 International Trade Alliance. We teach people how to
18 export, we believe in exporting. Nearly one in three jobs in
19 the state of Washington depends on exports. Exports are the
20 solution to many of our problems in our society.

21 One of the things I'd like to add is we need to
22 take action to provide the social services that are vital to
23 many people in our society. My wife and I are -- we're the
24 proud daughter of two -- two girls, a freshman at PLU; she's
25 18, and a cute little girl named Anna McCoy; she's 15.

1 She's in the special ed program at Lewis and Clark High
2 School. And without local law enforcement, Anna's
3 involvement with special Olympics just would not happen. We
4 need to pay taxes to provide the public safety that is vital
5 to the security of young people like my daughter and the
6 adults that struggle with development disabilities.

7 I welcome all of you. I welcome this process.
8 (speaking Japanese) I lived in Japan for a little while. I
9 speak a little Japanese, and in Asia, government and
10 business will get together and do what they want. Here in
11 the United States, we have this wonderful hearing today
12 where we can learn from each other, and I trust the process
13 that is inherent in today's hearing. I trust the United
14 States to do what is right for all citizens and will reach a
15 compromise. And if this facility is built, that's great.

16 Governor Chris Gregoire would rather it be built
17 here than Canada, and Governor Gregoire was head of the
18 Department of Ecology, Attorney General, and she's currently
19 our governor. I'd rather see these jobs in the state of
20 Washington than in Canada. Thank you for your time.

21 **IAN KRAMER:** Ian Kramer. I'm here on behalf of
22 the United Transportation Union, Local 1505, and my brothers
23 that I work with on the railroad. They're all standing
24 right there (indicating.) We're all here in support of our
25 families. Coal is a job creator. Without coal, it's

1 disruptive to international commerce and is detrimental to
2 Spokane. We need coal to support our families. It's plain
3 and simple. I mean, these coal -- this -- these coal cars
4 do not flake coal off these cars to the extent of what these
5 people are saying. They just don't. I mean, they not
6 flaking large amounts, and -- it's just these people just
7 don't understand the facts.

8 They laugh over here. They've never taken these
9 trains. They say that these trains are stopping them at
10 crossings. They give people the medical attention they
11 need. If they took half the time and half the effort that
12 they put into trying to kill coal and trying to kill our
13 economy, we'd be down the road by now. That's all there is
14 to it.

15 They want to say these trains are -- are different
16 than any other trains, but they're not. They're not
17 different than any bulk-type locomotive trains, they're not
18 any different to our -- to our economy to what they're
19 saying. I mean, they're just saying that these trains are
20 dirty, they're causing them problems, health problems and
21 all sort of stuff. This coal is not flying out of these
22 cars. It's just plain and simple.

23 **PHILIP HOTTENSTEIN:** Hello. My name is Philip
24 Hottenstein. I'm a conductor for Union Pacific Railroad.
25 The reason I'm here today is I do not have a job. I was

1 able to attend today because I work two days a week. These
2 coal trains -- I've heard an argument that it'll put 15 to
3 20 union workers back to work.

4 That is a gross understatement. One extra train a
5 day could put another four people back to work. I don't
6 understand the animosity that we have towards these trains.
7 Like my fellow worker just said, these trains do not cause
8 an adverse effect.

9 I come from the city of Chicago, Illinois, that
10 we've ran more coal trains than your city will probably ever
11 see. I've never seen coal dust, not once. Not once on
12 these trains. I don't think any of you have actually ever
13 stood by the railroad tracks and watched these trains go by.
14 The money that we can -- by getting these workers back to
15 work is well over \$2 million.

16 With all this in the city of Spokane, where do you
17 think that money goes to? Back into the community. We put
18 that money right back in, which creates other jobs for other
19 people. You can all thumbs down me all you want, but I look
20 at these people over here that have families to support that
21 have not been working for over two and a half years.

22 We need these jobs. This country is crippled by
23 unemployment, and yet, you're saying here today, saying we
24 do not need these jobs. I -- I -- I don't know if you are
25 just independently wealthy and you have everything that you

1 need. I don't. So I would love to have the support of this
2 and I truly believe we need these trains. Thank you.

3 **KEVIN FOSTER:** My name is David Foster. I'm from
4 5938 North Star, Whatcom County. I live about two miles
5 from where this facility will be built, a state-of-the-art
6 facility. I'm here speaking in favor of it. I'm with the
7 ILWU, longshoremens local over there. The amount of jobs and
8 taxes that this thing would make would not only benefit
9 Whatcom county, it would benefit the state. It just -- you
10 know, some of those will be crossed over -- spread over the
11 whole state.

12 Anyways, I'm not here speaking in favor of coal,
13 I'm not speaking against coal. I'm here to speak in favor
14 of a multi-purpose state-of-the-art facility, which ships
15 more than just coal. It has the ability -- have the ability
16 to ship grain, potash, several other different things.

17 So coal might build the fac -- build the facility,
18 but it's not going to be the main driver that will keep the
19 facility going for a long time. Like I said, I live right
20 up -- closer than anybody here to it. I'm for it. I've seen
21 it -- seen all the plans of the building of it, and I think
22 they're going to do a good job. So thank you very much.

23 **DAN THOMPSON:** My name's Dan Thompson. I live
24 here in the Spokane area. I've been a locomotive engineer
25 for 17 years. I'm the president of the Local 443, the BLET.

1 I'm here to support jobs and my coworkers. Coal trains put
2 me back to the work in the late 90's. I'm a locomotive
3 engineer, I worked every day. Coal trains will put my kids
4 through college.

5 I know that these gentlemen that hired out with
6 the railroad after me need these coal trains to put their
7 children through college, to put food on their table. I've
8 operated many coal trains in my career, 50 miles an hour,
9 and in probably a 50-mile-an-hour headwind. No, there is no
10 dust flying off of these trains. I can tell you that for a
11 fact.

12 I've worked with guys who rode cabooses coal
13 trains. They ate no coal dust. The facts are facts. You
14 can -- yeah, you can put your thumbs down, but you don't
15 know. We do this every day. We roll trains by at 50 miles
16 an hour and inspect them. There is no coal dust landing on
17 us. Coal trains have been going through here on my railroad
18 since 1977. No coal dust along the tracks. None. None
19 whatsoever.

20 Nobody's complaining about anything from all the
21 grain trains that have been rolling through the ports
22 through here for at least 40 years. Soya bean, corn, wheat,
23 all for export. Never heard any complaints about diesel
24 emissions from any of these trains. We don't like coal
25 because we don't like global warming. Go to the United

1 Nations if you want to fight global warming. Tell China to
2 quit burning coal. Fine.

3 But for this generation, we need the jobs. We
4 don't have high-tech jobs here in Spokane. We need all the
5 good union jobs we can get. No, we're not talking about 15
6 jobs. We're talking about hundreds of jobs. Thank you.
7 Thanks everybody.

8 **DARREN WILLIAM:** Darren Williams. I'm from
9 Whatcom county as well, the location that the terminal is
10 proposed to be built, and I sympathize with the people that
11 drove from Montana here because we drove nearly 400 miles to
12 get here as well, 376.

13 And we've come to talk about the terminal, not
14 about coal, because the purpose of this meeting is to scope
15 the EIS for the terminal, not a national policy on mining or
16 railroad traffic for coal.

17 Like my predecessor, that's a whole different
18 question and I'm not here to debate it, but I do want to
19 focus in on the EIS for this site. And I support it being
20 site specific. I think it's a slippery slope when we start
21 moving into these collective studies. There's lots of
22 reasons to look at this site specific, and that is it will
23 handle more than coal. As the previous speaker said, coal
24 may build it but it's here also for the purpose of handling
25 grain.

1 Grain's shipped out in this region every day
2 through multiple facilities in the Northwest, Portland,
3 Vancouver, Longview, Aberdeen, Tacoma, Washington. Of all
4 those facilities, there's only two of them that are modern.
5 EGT in Longview and the facility in Aberdeen. The rest of
6 them are old and they're becoming outdated.

7 As the farmers in this region grow more and more
8 grain, they're going to need a facility to ship it. And to
9 keep the cost down, we need a facility which can handle
10 deeper draft vessels. The site at Cherry Point is one of
11 the deepest draft sites on the West Coast. 85 feet, no
12 dredging. That's a benefit to environmental impact and it's
13 a benefit to the aquatic life there.

14 So as we move into this, let's keep it site
15 specific and let's look at this facility, not a collective.
16 Thank you.

17 **RICHARD MIZE:** My name's Richard Mize, and I am
18 for the jobs. I do work for the railroads, and I'm also
19 born and raised in Spokane here. I believe I'm fifth
20 generation, and all the family has grown into their
21 eighties, and I have got grandchildren here now.

22 And, you know, we have to ask ourselves some
23 questions. What was it like 50, 60 years ago? I'm 56. I
24 remember living in a home that had coal. It was in the
25 basement. I help my dad shovel it into the stove, helped

1 get rid of the clinkets. Guess what? I'm still around
2 here. We had lots of trains around here, Milwaukee, other
3 roads, you know, and we've got less lines, but we are moving
4 faster. It is good for the import. It's good for the
5 economy, the taxes, the schools and jobs. I want to see my
6 grandchildren grove up here. I don't want to see them move
7 away.

8 Washington's very important for all of us, but if
9 we ask ourselves what impact does this have, ask yourself
10 every time you get on a plane. Ask yourself every time you
11 drive down the highway. What impact does anything have on
12 our health? Let's look for solutions. We're all here
13 looking to better the economy. We're looking to better
14 ourselves. How do you do that? We have to work together,
15 not against each other, you know,
16 I support all the rail workers that are here. I'm glad
17 they're here helping. And the unions, they're all here
18 knowing that, hey, jobs are important. We get mad when we
19 hear about what unemployment -- that many people on un --
20 that's unemployed in our state, excuse me, let's help them
21 out. Thank you.

22 **STEVE HART:** My name is Steve Hart. I'm a
23 locomotive engineer with BNSF, so I'm one of the guys that
24 personally hauls the coal trains through downtown Spokane.

25 Just for the record, you know, this is a jobs

1 issue, the way I kinda look at it, state of our economy.
2 Just, for example, in our pool from Hauser yard to Passco,
3 there's 44 engineers and 44 conductors, so that's 88 guys
4 that are hauling the freight through this town.

5 And if you want to back it up, all the back to the
6 Powder River Basin, Cloud Peak Energy, one of the companies
7 we work for, they're one of our customers. There's Spring
8 Creek Mine. There's like 400 guys that work -- 400 men and
9 women that work in that mine, mining the coal. And then
10 you've basically got about 25 railroad jobs between BNSF and
11 MRL involved to get the trains from Montana to -- to Roberts
12 Bank, Canada, where the -- where the coal is currently going
13 right now.

14 And then you look at another 100 jobs that will
15 probably be created with this new coal port, this new
16 terminal at Cherry Point. So that's 500-plus jobs that are
17 in this pipeline, and we all need to consider that, because
18 that's important. You know, that's what pays the bills with
19 this country. That's where our tax dollars come from.

20 And then the other thing, just -- you know, just
21 for the record might change in the future, but in the last
22 12 hours, we've hauled four trainloads of coal through
23 Spokane, so it's not like we're talking about a monumental
24 number at this point. It's very minimal to our -- to our
25 environment.

1 In 2013, Cloud Peak Energy is looking at shipping
2 4.5 million tons, and it's primarily going to a South Korean
3 facility. And at 17,000 tons per train, that's 265 trains a
4 year, so it's not a big number. Thank you. Support the coal
5 port.

6 **DANNY BENNETT:** Hi. My name is Danny Bennett, and
7 I'm also an engineer for BSNF railroad, and I'm just here to
8 support the coal. I'm here to support the jobs. There's a
9 lot of billboards down here on Trent that say 50, 60 trains
10 a day. Not going to happen. You can only fit so much water
11 through a garden hose.

12 We understand these guys. We work these trains,
13 we work these jobs, and it's not going to be 60 coal trains
14 a day, but if there was, that'd be fantastic. It'd be great
15 jobs. And I have four kids, and with my family, we haven't
16 been able to learn how to start saving yet. We spend every
17 nickel we make and it's spent in your businesses, in your
18 jobs, where you work, you earn a living because I'm spending
19 money there.

20 It's just facts. We spend everything we make and
21 it all goes back into this community, and we need every
22 train we can get, whether it's coal or grain or anything
23 along those lines. Thanks.

24 **MATTHEW LEFCHECK:** My name is Matthew Lefcheck.
25 I'm local chairman for UTU-E, 1505 Local here in Spokane,

1 Washington Union Pacific Railroad. I'm been an engineer for
2 Union Pacific for eight years, and employed for Union
3 Pacific for 15 years. This is why I'm here today, my
4 daughter Madeleine, and our way of life pays my bills,
5 preside -- provides medical, health care, mortgage for my
6 wife, myself, my daughter. It's our way of life. Coal is
7 why I go to work. Thank you for your time.

8 GEORGE McGRATH: My name's George McGrath. It's a
9 pleasure to see all of you people here, because this is the
10 public input. However, I do think that by trying to
11 eliminate jobs, you are defeating the purpose of what
12 America is all about. We need jobs for our young people.
13 When I moved here 45 years ago, this was one of my first
14 observations. Spokane does not have jobs for the young
15 people.

16 Now, what we're looking at, there's an ability to
17 have the ranchers -- basically if you're making the -- a
18 crop of wheat, you can hire people. If you are in the
19 woods, you can drive a truck, you can be a log hauler. You
20 can a great many different aspects of a good income if we
21 have the ability to make this transportation available to
22 the type of product, which is expensive -- very expensive to
23 ship. However, trains and ships are the two least
24 costly methods of shipping these products, whether it be
25 from the grain fields of Montana, of Idaho, of Washington,

1 whether it be our potatoes out of Moses Lake, whether it be
2 the lentils from Pullman area. These are all products that
3 require a whole lot of space to be able to ship them. And
4 that's got to be inexpensive. We're talking jobs here that
5 are not only the railroad and the people who are running
6 these tracks, we're talking people who are individuals,
7 independent producers, able to hire people. This is what we
8 need, folks. We don't need somebody saying, oh, you can't
9 use any of our natural resources. Thank you very much.

10 **BOB HARMON:** My name is Bob Harmon. I work for
11 BNSF Railway and an engineer for them. It's jobs, guys. Our
12 economy is really not doing all that great these days,
13 hasn't for last four years. And these trains would add a
14 lot of jobs to the city and the state and all the way back
15 to where these mines are at.

16 There again, these -- the 60 trains a day is
17 hugely a miss -- misstatement. There's no way that our
18 railroad capacity that we have out here could handle it. I
19 drive -- we run a train to Pasco all the time, and in
20 Spokane we just won't be able to handle it, even the 20 or
21 30 that the other gentleman said would be a large amount to
22 handle. And it's just about jobs. Thank you.

23 **JOE SMITH:** Joe Smith, and I'm from Bellingham,
24 Washington. As I showed up here this afternoon, I was
25 listening to people when I was standing in line, and it and

1 seems this whole impact here, this environmental impact
2 study for the shipping terminal seems to be getting lost in
3 a debate about whether China needs to burn coal or not. And
4 it's just -- it's so frustrating, some of the people didn't
5 even know that there's a shipping terminal that was going to
6 be built, whether it was built already or whether it's gonna
7 be built.

8 And I just want to see the scoping process stay on
9 track and not get sidetracked with some international
10 issues. And these -- the trains, whether this -- this
11 terminal is built or not, the trains are going to go
12 through. They're going to Canada right now, and they're
13 going to continue going to Canada.

14 And just -- the last thing, Washington needs these
15 jobs and the tax revenue that would be -- go with it, with
16 this terminal. Thank you.

17 **ROB HOLTON:** My name's Rob Holton. I'm the First
18 Vice Chairman of the Washington State Legislative Board,
19 Brotherhood of Locomotive Engineers and Trainmen. I
20 represent over 700 members of Washington State that have
21 interest in the Gateway Terminal project.

22 The Washington State Legislative Board is mindful
23 of -- of established procedures and precedent. We expect a
24 thorough environmental review to take place within the scope
25 of the Gateway Terminal project. There are established

1 procedures under the National Protection Act, the State
2 Environmental Protection Act and the Washington Departments
3 of Ecology's regulatory authority over wetlands for properly
4 evaluating the Gateway Terminal project.

5 Should the impact along the Custer Rail spur be
6 considered? Yes, it should, but that's where the scope of
7 studies should end. Some are suggesting main line routes
8 from Cherry Point to Powder River Basin should be studied
9 under the programmatic EIS.

10 The Washington State Legislative Board
11 respectfully disagrees with this view, the reason being most
12 of the main line routes on the Northern Corridor we
13 established in 1800's and are governed under interstate
14 commerce law.

15 Over the years, the railroads have needed --
16 improvements needed to accommodate interstate rail traffic.
17 Trying to apply the programmatic stamp by -- to the existing
18 main line infrastructure accomplishes nothing other than
19 clogging the courts with frivolous litigation and delaying
20 the sound NEPA/SEPA process already -- ensures a thorough
21 review.

22 Washingtonians need job opportunities, and they
23 need them now. The Gateway Pacific Terminal Project will
24 create family-wage jobs. Please use the NEPA/SEPA processes
25 already in place to evaluate the merits of the Gateway

1 Pacific Terminal project proposal. And I'd like to thank
2 all my brothers out here today to support this project.

3 **DYLAN EKINS:** Good afternoon. My name is Dylan
4 Ekins. I'm the Second Vice Chairman of the Washington State
5 Legislative Board and the legislative representative of
6 Local 443 located here in Spokane, representing the
7 Brotherhood of Locomotive Engineers and Trainmen.

8 Overly broad scoping is damaging to both
9 interstate commerce opportunities and to jobs. Requiring an
10 excessively large scope for environmental review is bad
11 policy that will only slow down the process and hurt much
12 needed family-wage jobs and tax revenue.

13 Washington State's economy depends on
14 international trade and the rail and port transportation
15 system that supports it. The EIS should study how this new
16 private investment could add to our trade surplus. Rail is a
17 vital resource and too broad of a scoping study could
18 undermine our ability to compete in an increasingly
19 competitive market. Coal trains should be treated no
20 differently than any other bulk commodity, such as grain or
21 potash. The key is being reasonable in the scope of the
22 EIS.

23 We compete with Canada, Mexico and the Panama
24 Canal for vital port commerce. We must avoid hamstringing
25 US industry with onerous regulations and unreasonable

1 requirements. Demonizing coal and demonizing our trains
2 will not lower greenhouse gases. Developing countries are
3 still going to buy coal products for their power plants.
4 They will simply buy it from other less efficient sources.

5 We can help workers in America and assist
6 countries overseas by supporting responsible projects like
7 the Gateway Pacific Terminal. Our state needs to
8 demonstrate that it can efficiently and fairly evaluate and
9 permit large projects.

10 Do we welcome new private investments that bring
11 family-wage jobs or do we overburden them with studies and
12 endless debate? We all need to take notice of our own
13 economic plight, the reality that developing countries are
14 going to use coal products, and the reality that we can be
15 part of a responsible state-of-the-art export facility in
16 Washington State.

17 I respectfully request that the EIS be limited to
18 the site of the facility in question, and that the rail
19 scoping be limited to the Custer Spur in Whatcom County.

20 Thank you.

21 **DAN WILSON:** My name is Dan Wilson, President of
22 the United Steelworkers Local 338. We represent more than
23 5,000 workers here in the Northwest. It's no secret that
24 we've been experiencing record high unemployment rates, so
25 we need jobs now.

1 This project equates to adding much needed good-
2 paying jobs here in Washington State. These are jobs which
3 will improve and increase a diminishing tax base. Hiring on
4 unnecessary environmental impact reviews will only struggle
5 our opportunity to put people back to work. Our dependency
6 on the international trade here in the state of Washington
7 is not disputed. If we do nothing, good jobs will go to
8 Canada, so I support the Gateway project.

9 **STEVE BLACK:** My name is Steve Black and I'm a
10 Spokane resident. I'm been here for a long time. Anyway, I
11 served my country for 20 years in the military, and I've
12 been 26 years fighting against the domestic enemies that we
13 have, the ones that are pushing NAFTA and CAFTA and things
14 that are taking jobs away from the people in this country.

15 And so I am for jobs. We've got to have jobs.
16 That's one of things that the congressmen and senators have
17 been screaming at the President. We've been screaming about
18 it, and now we've got an opportunity for jobs for people and
19 -- and what are we gonna do about it. Are we gonna get these
20 jobs for people, or are we gonna just let the government and
21 the bureaucrats continue to -- to kill this country, kill
22 the people.

23 Anyway, that's about all I gotta say about it. We
24 need jobs in this country, and the only we can get them is
25 by getting them.

1 **VANESSA BRAIDED HAIR:** (Speaking Cheyenne

2 language.) Hello, my name is Vanessa Braided Hair. I'm a
3 Northern Cheyenne wild land firefighter and I'm here to
4 represent my tribe.

5 I came 640 miles from the Northern Cheyenne res in
6 Montana to say this construction you coal companies call
7 opportunity will devastate my homeland that my ancestors
8 fought and died for, and I will not stand by and let you
9 Army Corps of Engineers further destroy and pollute the
10 water, air, land and future of the Cheyenne people.

11 I want you Army Corps of Engineers to study the
12 impact that will be caused by new coal mines that will be
13 built to feed these export terminals. These coal mines will
14 be built on my family's original homestead, and I do not
15 want that. I want you to study the impacts on the Tongue
16 River, our cultural sites, our economy, railroad traffic,
17 our air quality and our wildlife. I do not want this
18 country to be the sacrificial lamb for China.

19 Consider alternative -- alternative energy. Let's
20 go beyond coal, and stop the destruction of our mother
21 earth. Thank you.

22 **DARREN VOLLAND:** My name is Darren Volland. We
23 work with the BNSF Railway, conductor and switchman, and I'm
24 also a legislative representative from United Transportation
25 Union 426, and I'm for jobs in Washington State.

1 The Gateway Pacific Terminal project means
2 thousands of family-wage to Washington state residents.
3 We're not building another Walmart here to add almost
4 nothing to the economy and the people that work there. These
5 will be well-paying jobs with benefits to help the
6 unemployed and underemployed obtain the American dream of
7 home ownership and being able to send their children to
8 college. This is not only jobs in Whatcom county, but jobs
9 throughout the state including the Inland Northwest.

10 Our state's economy depends heavily on
11 international trade. If this facility is not built in
12 Washington State, there is a chance that our neighbors to
13 the north in Canada will get all these jobs and the benefit
14 from the economic impact such as a facility such -- thus
15 Washington State citizens losing out jobs -- on jobs and the
16 huge tax base that these jobs bring. A tax base that would
17 bring better schools, safer roads and better police and fire
18 protection to those communities that so desperately need
19 these things.

20 I ask that the environmental impact statement take
21 into consideration the economic benefit that the Gateway
22 Pacific Terminal project would bring to the state.

23 To the opponents of this project, please remember
24 the Gateway Pacific Terminal project not only will ship
25 coal, but grains and other dry bulk commodities to our Asian

1 trade partners. This will help farmers in our region with
2 an effective and efficient way to ship their goods to those
3 countries bringing even more local jobs.

4 Also those in the Spokane area, I pledge the
5 United Transportation Union will do everything it can to get
6 the railroads, local, state and federal governments to
7 revisit the Bridging the Valley project. We support -- we
8 strongly support the Bridging the Valley so our trains can
9 run safely and efficiently through our cities.

10 **RON BLACK:** Yes. My name is Ron Black. I've only
11 been a resident of Spokane county for 60-plus years. And
12 what I'm asking for is jobs, because if those people don't
13 get jobs, we'll be paying their welfare and their
14 unemployment. And with people working, they pay taxes, and
15 that's what we need is an economy that's moving. I have a
16 respiratory problem, but I'm not worried about the dust, the
17 coal dust. So thank you.

18 **OZZIE KNEZOVICH:** Ozzie Knezovich, sheriff of
19 Spokane County. I'm here to talk about some of the issues
20 that I've heard -- I'm here to talk about some of the issues
21 that I've heard in the community, one being the public
22 safety issue.

23 In reference to the coal traffic, this coal
24 traffic will bring us up to 2006 levels, back up to 2006
25 levels. And that's a fact that I gleaned in the research.

1 The next thing that I have asked is I asked all
2 the -- the public safety leaders, the fire chiefs that are
3 going to have to respond to any HAZMAT issues about the
4 public safety impact of these trains on Spokane county. All
5 of them report they see no negative impact on Spokane
6 county. That's another fact that we have developed.

7 I think it's important when we talk about these
8 issues that we deal with the facts of the matter and not
9 emotions, because I've read in the paper recently about the
10 negative impacts, and I really want these decisions that
11 face our community to be based on fact, not emotion.

12 Another thing that I -- I'll -- I'll share is I'm
13 from coal country. My grandfather and my great grandfather
14 and my -- well, my great grandfather, and my grandfather and
15 my father were coal miners. I lived around these coal train
16 -- coal trains all my life. They now spray them with a
17 lacquer that keeps coal dust down, and even before then, the
18 coal dust was very negligible. So this is a discussion the
19 community has to have, but let's make sure it's based on
20 fact, not emotion.

21 **GABE HINKLE:** My name's Gabe Hinkle. I'm a proud
22 union member and a locomotive engineer for BSNF. I'm here to
23 support jobs. I'm concerned about the amount of
24 misinformation posed by groups like the Sierra Club. To be
25 honest with you, 60 trains a day is a joke. It cannot

1 happen. You want to talk about coal dust. Go out here in
2 January after having snowed for three weeks alongside the
3 railroad track, and I'll tell you what, you won't see any
4 coal dust on that snow.

5 And also something else I've noticed when it comes
6 to this whole process, there's been one group that has
7 broken the ground rules. Thank you.

8 **CORY HAYES:** Hi there. My name is Cory Hayes. I
9 was born in Spokane. I live here. I work in the mining
10 industry.

11 The mining industry provides some of the highest
12 paying living wage jobs available in this country. Contrary
13 to popular belief, we don't want to pollute the water or
14 pollute the air. We're much better at mining than we ever
15 have been in the past.

16 These jobs are important. This is a natural
17 resource that we can, and most likely will, either use
18 ourselves or export. The Chinese, or whoever we're
19 exporting to, are going to burn coal. There's nothing
20 anybody here can do about that. They may as well burn high
21 quality, low sulfur Powder River Basin coal and give us some
22 possible influence over what they're doing. Right now, we
23 have none.

24 So please think about the facts, and the facts are
25 there's recently been studies done within the last year and

1 a half, two years, coal dust is negligible, very, very
2 difficult to even find. It's not an issue. It's a talking
3 point, but it really doesn't exist. So thank you for the
4 time and -- and thank you for hearing me.

5 **DAVID BALDRIDGE:** My name is David Baldrige. I'm
6 a local chiropractor here in Spokane Valley. My big concern
7 is the economy, people don't have jobs, people don't have
8 work, and this is going to provide work, maybe not all here,
9 but the state needs jobs and the state needs money, that the
10 numbers I've seen were over \$1.8 billion in the next 10
11 years. A lot of that money's going to go to Olympia, and
12 support all the social programs you guys love so much.

13 I imagine most of you think of yourselves as
14 progressives. I don't know why you're against progress. It
15 doesn't make any sense. You can put your thumbs down all
16 you want, but it doesn't make any sense, you know. I mean,
17 the sheriff was up here. There's no problem with the
18 emergency response. The coal engineers have got -- you know
19 people who ride on the trains, the scope of the matter, and
20 they say there's no problem. It's a pity to have your heads
21 in the sand. You don't want to listen to facts. Your
22 mind's made up. I guess that's your right.

23 You know, I'm pretty sure that if the automobile
24 had been invented last week, you guys would be here
25 protesting it.

1 **DONALD NEWTON:** Hello. My name is Donald Newton,
2 past president of the UTU, Local 1505 and conductor for the
3 United -- the Union Pacific railroad.

4 I got up pretty early this morning, about 1:30 to
5 catch the 3:30 train, so this might not go very well, but
6 the train I was on was a key train today. And I guarantee
7 you, it's a lot more dangerous than these coal trains will
8 ever be.

9 I'm in favor of the site specific study. Any more
10 is just a waste of money, time and resources. Just in case
11 people forget, our federal government and Washington State
12 government are both in deep debt. Some of you think 20 or
13 30 separate studies will produce different results, doing
14 things over and over again, expecting different results in
15 my opinion is the definition of insanity. I support the
16 Gateway project and Northwest jobs.

17 **DARYL DURY:** My name is Daryl Dury. I live in the
18 Spokane Valley here, and I was raised in Spokane, I was born
19 in Spokane.

20 And I'd just like to say that for the last 130
21 years, trains have been coming through here and I have never
22 heard of coal dust being a problem or anybody getting the
23 black lung disease in Spokane.

24 Most of the old houses in Spokane had -- had coal-
25 produced stoves in the basements of the houses, and there's

1 no reason why we can't produce jobs and protect the
2 environment at the same time.

3 You say the people that -- the people that want to
4 say that they can't -- we can't do this because of the
5 environment, well, then that's saying in the last 130 years,
6 we haven't gained any intelligence to be able to protect the
7 environment. So that's not an issue.

8 And I'm here to support my kids and my grandkids,
9 so that people have jobs to, so they'll be able to have a
10 family here and be able to help support everybody else
11 that's here. I don't want to start getting government
12 checks that bounce when we get to the bank.

13 **DAVE WHITE:** Hello. My name is Dave White. I
14 want to address two issues on the subject.

15 First is the health issue. My grandparents lived
16 in Upstate, New York. They used coal for their source of
17 heat their entire lives, and lived well into the eighties.
18 I've been here in Spokane since 1967 at the age of 14. In
19 my early twenties, I had a -- a small store in Cheney. That
20 little store was 50 yards from the railroad tracks where
21 coal trains came through every day.

22 And like the gentleman that said earlier, you can
23 look at those tracks when there's snow on the ground and
24 it's pure white. There was no dust. I had my store there
25 for three years. I didn't suffer any ill-effects.

1 As a matter of fact, we sold health food there.
2 And I had a gentleman from the railroad, the intercity
3 route, he wanted the people in the caboose -- to heat their
4 caboose with coal. And they had a little pile of coal right
5 next to the railroad tracks. He liked a particular variety
6 of nuts that we had there, some cashews, and he'd come over
7 with a three-gallon bucket of coal and trade -- and trade me
8 for a couple of pounds of cashews. And that was how I
9 heated my store out there. There was no problem with their
10 coal. I'd watch the trains come by, I never saw dust even
11 in the -- in the strongest winds.

12 Now, there's a number of people out here who I see
13 that are elderly. I just ran for state office in the third
14 district. It's one of the poorest districts in the State,
15 if not the poorest, and seeing a number of seniors out here,
16 one of things I heard the most is we need more benefits
17 continually, we need to clean the streets, we need
18 sidewalks, a number of things that would -- I would talk to
19 about needs. And the way you get these items is taxpayers,
20 and the way we get taxpayers is jobs. We need this project.
21 Thank you.

22 **JEFF BAXTER:** My name is former senator Jeff
23 Baxter. I'd like to make a few points here that were
24 already talked about.

25 Sheriff Ozzie Knezovich pointed out there's going

1 to be no problems for ambulance, law enforcement, fire, and
2 so that's an issue to be taken off the board. It's going to
3 go back, as he said, to 2006, and that's an issue that we
4 don't -- we need to face the facts on that's not going to
5 affect us as a community.

6 The other thing is I believe in free markets are
7 creating jobs. Jobs are very important. Here we are
8 complaining that we don't have enough jobs in our county,
9 which is true. We're one of the higher unemployment
10 counties in the state of Washington. And we need jobs, we
11 need the free market to work, we need to put families back
12 to work, and that's part of what this is about.

13 It's part of the safety, it's part of the coal
14 concern. I understand they're issues, but they're a moot
15 point due to tarps and the liquid system that are put on the
16 trains to protect from dust. That's not going to be an
17 issue that we're going to be faced with if you look at the
18 facts.

19 So again, it's about jobs, let the free market
20 work and we can talk about advancing this issue forward for
21 the benefit of our community. Thank you.

22 **DAN MECKEL:** Dan Meckel, Cheney, Washington. I
23 was born in Spokane, Washington. Spokane's always been
24 short of jobs. Jobs. Jobs. Jobs. That's what we're
25 really here to talk about today. June 25th, 1881, Northern

1 Pacific Railroad arrives in Spokane, Washington. Spokane
2 incorporated November 29th, 1881, just 10 years after the
3 founding railroads have built Spokane. Choice. Everyone has
4 the choice if they want to live in Spokane. We choose where
5 we live. Railroads were here before we were here.

6 When I grew up, as the last speaker said, many of
7 the homes were heated by coal. In fact, Spokane was heated
8 by coal. The steam plant downtown was fired by coal. We
9 had a coal plant out at Fairchild Air Force Base, and that
10 run a steam plant that run the whole Air Force Base.

11 Do you think we've ever had coal in this town
12 before? They used to dump coal in the basements. That dust
13 was in the house. It is probably a thousand times more than
14 we're going to have now. When I was 21, the Northern
15 Pacific give me a job. I worked there for 11 years. We
16 have a negative trade balance in this country Exports are
17 going -- not going out, but we're getting imports. Right
18 now we want to im -- export our -- this business to Canada
19 versus the United States. That's where it's gonna go if we
20 don't have it here. The trains are still going run, the
21 coal's still going be there.

22 Average income in Canada is \$80,000. Average
23 income in the United States is \$50,000. We have an eight
24 percent unemployment. I think vote we keep the jobs in
25 Washington. I vote that we pass this through. Insanity.

1 Keep doing what we've been doing.

2 **LASH ASHMORE:** My name is Lash Ashmore. I'm from
3 Seeley Lake, Montana. A number of individuals who have
4 spoken here prior to myself have said that they wanted to
5 have this environmental impact statement solely for the
6 terminal. And a lot of people said we need to deal in
7 facts.

8 Here's a fact: Without Montana coal, there is no
9 terminal. And the only way for that coal to get to the
10 terminal is by train through Montana and Idaho. My
11 understanding is that by law, and EIS can consider, inter-
12 dependent systems that transcend geographical boundaries.

13 Since that is unequivocally the case in this
14 instance, I ask that this scoping be brought to Montanans
15 that we can -- and so that it can assess the impact on
16 ground and surface, water systems at the mining sites and
17 the transportation corridors, assess the impact on air
18 quality and human health, assess the impact of increased
19 noise and assess the economic costs to Montana communities
20 and taxpayers.

21 A lot of people have tried to frame this issue
22 between jobs and the environment. All jobs are not created
23 equal. And we do not have to go very far back in time, or
24 very far in distance to get an excellent example of that.
25 Libby, Montana, just across the panhandle. WR Grace came in

1 an promised people well-paying jobs. The environmentalists
2 brought up some issues against it. They were booed out of
3 the community. Most of those Montanans that worked in that
4 asbestos mine for WR Grace now are dead. We do need jobs, I
5 don't argue that, but coal jobs are not the jobs we need.
6 Thank you.

7 **RESSA CHARTER:** Ressa Charter. I'm the Chairman
8 of the Northern Plains Resource Council Ag Task Force, and
9 we came on a bus from Billings, Montana 4:00 -- left 4:00
10 a.m. this morning. We thought if you'd come this far from
11 the coast, that the Corps will hear our concerns and be open
12 to the idea of doing a cumulative and programmatic EIS.

13 I'd like to thank our union friends for pointing
14 out the theoretical impossibility of 60 trains a day or that
15 you can only get so much water through garden hose, which
16 the Western Organization of Resource Councils' report Heavy
17 Traffic Ahead points directly to this fact and that
18 essentially, it'll either be this 150 million tons of Powder
19 River coal a year or Montana, Idaho, Eastern Washington
20 break.

21 And that is the reality. I agree that it's
22 impossible, but that is what these -- the powers behind this
23 report are talking about is they aren't kidding about mining
24 that coal and there's nowhere to burn it here. So is it --
25 to me that points the need for cumulative EIS all the back

1 to the Powder River Basin to avoid that unavoidable adverse
2 impacts on the descendents of those grain farms for whom --
3 in whose name the railroads were built.

4 And that applied to ag and timber goods and hard
5 goods. You know, I speak with -- in solidarity with my
6 grain farming friends, but I look forward to a future in
7 Eastern Washington, Montana, Wyoming where we take back our
8 meat industry, you know, and cut -- finish and cut it in the
9 west and ship it in intermodal containers right through the
10 great system here in Spokane. And I just think that those
11 goods are more valuable to a long-term livelihoods over
12 immediate-term jobs.

13 You know, as the coal exports make a lie --
14 thanks.

15 **ALYSSA KRAFFT:** My name is Alyssa Krafft, and this
16 is my son Telilo, and we came here today to completely
17 oppose this project from mine to terminal and all the way
18 through. There's so many reasons why, but what I really
19 want to touch on is the fact that pro-terminal vote having
20 been saying, it's coal dust, you can't see it, so it's not
21 there.

22 Not true at all. That is actually why it's called
23 particulate matter. You can't see it, you can't smell it,
24 you can't taste it. It's just like at home when you run it
25 with soap, you have a film of dust. Where did it come from?

1 You can't see it build up.

2 There have been numerous studies done by the
3 American Lung Association, the EPA. The list is infinite of
4 the studies done on why coal dust is dangerous to the health
5 of our citizens.

6 And actually, I wanted to point out too, that
7 Burlington Northern themselves, if you go to their Web site,
8 they have very extensive research that shows that they do
9 lose, as they quote, one ton, 500 pounds, of coal in
10 transit. That's what Burlington Northern, that's not what
11 the environmentalists are saying.

12 They also are -- they admit the fact that they
13 will be increasing the diesel particulate matter by four
14 times because these coal trains are so long and they also
15 state that they have had coal train derailment due to the
16 build-up of coal on their tracks. That's them saying it.
17 That is not us.

18 So the evidence is there. It points all in the
19 direction that this is terrible idea, and on the note of a
20 couple of speakers ago, these jobs, I understand that
21 everybody needs jobs, but these are short-sighted. The coal
22 is going run out. The oil is going to run out. Some day
23 it's gonna be gone, and the only jobs that my son and future
24 generations are gonna have is to clean up the mess that
25 we've made for them. Thank you.

1 **KRISTINA PROSZECK:** My name is Kristina Proszeck.
2 I'm the Environmental Review Coordinator for the Yakama
3 Nation. I've been asked to deliver these comments on behalf
4 of the Yakama Tribal Council.

5 As previously requested, the Yakama Nation
6 continues to ask the federal government to conduct a
7 comprehensive region wide analysis of the coal export
8 proposals in the Northwest in addition and prior to
9 completing project specific EIS's for each proposed
10 terminal.

11 All coal that would be exported through terminals
12 in Washington and Oregon would first be transported through
13 the ceded lands in the usual and accustomed-use areas users
14 of the Yakama Nation, including those trains heading towards
15 the proposed Gateway Pacific Terminal at Cherry Point.

16 It is also our understanding, the return trains
17 from the Cherry point terminal will also pass through the
18 Yakama Reservation. We ask that the scope of the Cherry
19 Point EIS include the evaluation of all potential impacts to
20 public health, safety, the environment and treaty reserve
21 resources from the coal's origins in the Powder River Basin
22 through our homelands to Asia and back as the effects of
23 this proposal are not limited to the state of Washington and
24 do not recognize the political boundaries that have been
25 created.

1 It is imperative that this EIS includes but is not
2 limited to an evaluation of the additional fatality --
3 fatalities among our members attempting to fish at their
4 usual and accustomed places that would most certainly result
5 from increased rail traffic through the Columbia River
6 Gorge.

7 The amounts and effects of coal dust that may
8 deposited upon our lands, in our waters, the likelihood and
9 frequency of coal train derailments and their effects, the
10 toxic emissions from transporting the coal and bringing it
11 to Asia has our effects, as we have seen already in the
12 Columbia River Gorge, this area is already known to have
13 some of the worst air quality and acid rain in the
14 Northwest.

15 The Yakama Nation also requests that you hold
16 public hearings in Central Washington, from the Columbia
17 River north where tribal members and other who stand to be
18 affected by this proposal also deserve the opportunity to be
19 informed and engaged in this process. Thank you.

20 **AART DOLMAN:** I'm Aart Dolman, and I live in Great
21 Falls, Montana, and I represent the Citizens for Clean
22 Energy and we have membership of more than 2000 donors.

23 First of all, I would like to address the issue
24 that the terminal on the west coast is not an isolated
25 issue. It is part of an industry and it starts with the

1 coal mines up and along the Tongue River, that's one point,
2 and they have modern equipment to operate those mines.

3 The other is -- second is the railroad, and so it is
4 sliding together into three issues: the terminal, the
5 railroad and the coal mine. And we in Montana for that
6 reason would like to be included in the EIS and the scoping
7 process, and this is very important for us. And I live in a
8 small town of about 60,000 people and it's Great Falls.

9 The train comes right through our city. Street
10 lights go on, and they have to stop and a train has to cross
11 the Missouri river, but it enters the rail yard. And it is
12 on this bridge that a train when it wants to make shift --
13 shift the switches, their train posts and so on, in the rail
14 yard, that they have to back up and go back across the river
15 for the tail end and then they can switch on the different
16 switches.

17 And so last October, we've had a very -- an
18 accident because the train -- an empty train of 150 cars
19 backed up and they derailed, meaning that the railroad
20 between rural Montana and Shelby, Montana to hit the Great
21 Northern railway going into Spokane. It's an antiquated
22 railroad and it needs to be replaced.

23 **HAROLD HOEM:** My name is Harold Hoem. I live in
24 Missoula, Montana on one of the major rail routes midway
25 between eastern Montana coal mines and Bellingham. I'm here

1 to discuss the significant unavoidable adverse impacts
2 surrounding the proposed projects which should be a part of
3 a cumulative EIS.

4 First, I don't understand how Montana can be
5 excluded from this scoping process. We experience the same
6 impacts as Spokane and rest of the Inland Northwest.

7 Everyone along the rail corridors is important and concern
8 should focus on the entire system from the mines to the
9 smokestacks in Asia.

10 The big local questions are what is it like now
11 and what would it be with doubled or tripled rail traffic.

12 A survey of present conditions and past adverse incidents
13 and impacts throughout the entire system is needed.

14 Railroads have said they could handle some increased
15 traffic, but how much without major overhaul of the rail
16 system, and who pays for that? Emergency vehicles could be
17 delayed and traffic tie-ups are frequent. That's what
18 happens in my town. The railroad runs through low-income
19 neighborhoods that unfairly bear the brunt of health impacts
20 due to diesel fumes and high decibel noise.

21 We must consider larger implications to land,
22 ocean, air, water and climate. Changes are accelerating
23 alarmingly and can only be exacerbated by more coal burning
24 in Asia. In Montana, we only need to look outside our
25 windows to see the beetle-killed trees, the droughts, flood,

1 wildfires and extreme weather events associated with these
2 changes.

3 The defense department has already recognized that
4 climate change is one of the most serious threats to our
5 national security. We owe it to our children to develop
6 incentives to achieve responsible technology to capture and
7 permanently sequester CO2 and show a moral leadership in
8 this regard.

9 **RAY WILLMS:** I am Ray Willms. I reside in
10 Missoula, Montana. I strongly think that your EIS of the
11 Gateway Terminal proposal should include an analysis of the
12 environmental impacts along the rail route to be exported to
13 include Montana and Idaho.

14 I will focus on a couple of what I consider
15 unavoidable adverse impacts of the proposal. Many of us
16 here today live on the proposed route of the coal trains.
17 The proposal will result in a volume of coal traffic that
18 would be several times that which exists presently. I am a
19 part of a group of seniors that has been studying the use
20 and export of coal for some time.

21 We have learned about the probable negative health
22 impacts of coal shipments, perhaps most importantly, of
23 diesel exhaust when trains pass through or idle in places
24 like Missoula. One of our sources, a pediatric
25 pulmonologist is very concerned about what he thinks are --

1 is an asthma epidemic in the United States. You should
2 carefully consider the potential increase in illnesses and
3 medical costs particularly for those impacted, such as
4 children and seniors with respiratory problems.

5 There are other impacts along the route, such as
6 increased noise pollution, road crossing times and traffic
7 safety. We think there should be mitigation made, measures
8 analyzed, also, such as funding for those medically
9 affected, cost of all mitigation measures should be born by
10 those who will be profiting from the export of coal and not
11 the citizens or the states through which the coal passes.

12 Thank you.

13 **JAN HOEM:** My name is Jan Hoem of Missoula,
14 Montana. City/County health departments and City Councils
15 in Montana have requested a cumulative EIS. Here have two
16 points to mitigate the effects of port approval should it
17 tragically go through.

18 First, negotiate before the corporations to have
19 what they want. These businesses will make expensive
20 concessions to get the ports. In the Inland Northwest,
21 mitigation should include dust suppression, double arms on
22 both sides of on-grade crosses, overpasses, cleaner
23 technology and idling systems for trains, rail yard moved
24 outside EPA designated air stagnation zones where they
25 exist. Once corporations have the ports, they'll do nothing

1 to help us.

2 Second, require that the receiving countries do
3 what is necessary to control carbon monoxide. I read from a
4 document from the American Coalition for Clean Coal
5 Electricity, a coal company lobbying group, whose mission
6 includes, quotes, to promote the deployment to other nations
7 of advanced US development technology. Federal legislation
8 should require the Department of State to carry out
9 international technology transfer towards key countries in
10 specific technologies to avoid, reduce, capture, transport
11 and safely store carbon dioxide, unquote.

12 The State Department should ensure that coal is
13 not shipped until the receiving country will use the most
14 advanced technology to deal safely with carbon dioxide. That
15 technology does not currently exist.

16 Your decision is capable of promoting coal use for
17 30 years, which is the wrong stance for this nation. Asian
18 pollutants arrive in North American in seven to 10 days
19 before -- that's it.

20 **SHANNON WILLIAMSON:** Good evening. My name is
21 Shannon Williamson, and I'm the executive director of Lake
22 Pend Oreille Waterkeeper, which is located in Sandpoint,
23 Idaho. Lake Pend Oreille Waterkeepers is a nonprofit and
24 environmental organization dedicated to protecting the
25 quality of water resources in North Idaho.

1 In addition to testifying today in a professional
2 capacity, I am also here as a concerned resident of
3 Sandpoint, which is located in Bonner County. Sandpoint is
4 located directly along the rail route by which coal will be
5 transferred from the Powder River Basin to export facilities
6 along the coast, including the proposed Gateway Pacific
7 Terminal.

8 Sandpoint is termed "the funnel," since all rail
9 lines converge here, making the impacts from coal transport
10 unavoidable. Our community could witness as many as 60 coal
11 trains -- additional coal trains per day, and this is
12 already on top of the 60 trains that we already witness
13 every day through the community, if the five proposals
14 including this one are approved.

15 While I am seriously concerned about all the
16 potential impacts of increased coal train traffic on our
17 community, including those to human health and safety as the
18 local economy, I'm here today to specifically ask you to
19 measure the impacts of increased coal transport on water
20 quality. The preferred rail route for coal transport
21 through North Idaho hugs approximately 30 miles of shoreline
22 along Lake Pend Oreille and directly crosses over it on its
23 way to Spokane.

24 I am concerned that chronic coal dust deposition
25 or a potential derailment will irreversibly impact the water

1 quality of the spectacular lake. Lake Pend Oreille is one
2 of the last near pristine waterways in the Northwest and is
3 heavily depended on by locals and tourists alike as a prime
4 recreational resource. More importantly, it also serves as
5 a source of clean drinking water for thousands.

6 When assessing the environmental risks of the
7 current proposal, I strongly urge you to determine, to the
8 best of your ability, the amount of -- the amount and the
9 composition of the pollutants that could enter the lake from
10 coal dust deposition or derailment, either directly based on
11 coal trains that are passing through the community right now
12 or some kind of informed model based on reliable data.

13 It's imperative that the risks to water quality
14 are quantified before a dramatic increase in coal train
15 traffic ensues in order to understand how our water quality
16 standards will be impacted. Lake Pend Oreille Waterkeeper
17 advocates for the right to clean water. Everyone deserves
18 this.

19 **TWA-LE ABRAHAMSON-SWAN:** My name is Twa-Le
20 Abrahmason. I'm a member of the Spokane Tribe of Indians,
21 in Coeur d'Alene, Navajo and Colville, and we are
22 representing people that were here before the railroads.
23 Please accept these comments on behalf of the Spokane Tribe
24 of Indians.

25 Back in September of this year, the Spokane Tribe

1 along with many others at the Affiliated Tribes of the
2 Northwest Indian Conference in Pendleton, Oregon, voted for
3 and passed a resolution calling for a full, transparent
4 environmental review of the Port of Morrow proposal,
5 consultations the immediate review of all six Northwest coal
6 export proposals. Today, I am here to state that at this
7 time given the information now available, the Spokane Tribe
8 of Indians opposes any and all proposals for coal export
9 terminals in the Northwest.

10 The Tribe has long opposed the use of coal to
11 generate electricity because of its harmful effects on human
12 health and air quality In 1983, the Spokane Tribe
13 designated its Reservation's air quality as Class I under
14 the Clean Air Act. This designation helped block a proposed
15 coal fired power plant in Creston, Washington. At the time,
16 the Tribe's primary concern was air quality; today the Tribe
17 understands that the transportation of coal and the eventual
18 burning of it for electricity regardless of its location on
19 this planet can cause grave harm to the natural systems of
20 our homeland far beyond just air quality.

21 The Tribe's ancestral lands cover the entire rail
22 line that the proposed coal terminals will utilize as it
23 enters Washington from Idaho until the rail line heads
24 southwest our of Ritzville. Prior to being killed and
25 forced from this land by United States government leading to

1 the creation of the Tribe's Reservation in 1877, the Spokane
2 Tribe lived and thrived along the banks of the Spokane River
3 from what is now the Idaho border all the way to the
4 Columbia River. Our members survived on the abundant salmon
5 that thrived in the area waters. Today our members still
6 utilize the water, fish and terrestrial resources that exist
7 with their reservation and throughout their ancestral land.

8 **KELSEY BRASSEUR:** My name is Kelsey Brasseur. I
9 am the program director for Lake Pend Oreille Waterkeeper.
10 I'm speaking today to represent Bonner County, Idaho, and
11 specifically the community of Sandpoint, a city of 7,000
12 residents located on the shores of Lake Pend Oreille.

13 Sandpoint is situated along th preferred rail
14 transport route for coal mined in the Powder River Basin and
15 destined for the west coast. Proposals for additional coal
16 export facilities such as the Gateway Pacific Terminal at
17 Cherry Point, have combined annual volume project at 155
18 metric tons of highly fracable coal.

19 The bulk of this volume would be transported
20 through our community in open rail cars. Though we are not
21 the affected operations of the export terminals themselves,
22 we would be significantly impacted by the cumulative and
23 unavoidable increase in rail traffic needed to transport
24 such quantities of coal to these facilities.

25 If proposals for these facilities are approved,

1 sandpoint could witness a cumulative increase in coal
2 traffic up to 60 additional trains per day, on top of the 60
3 trains a day that currently converge in the form of our rail
4 systems. It is already known that coal dust deposition,
5 diesel particulate pollution and train derailment are real
6 threats associated with the transport of coal and uncovered
7 rail cars. I respectfully request that the co-lead agencies
8 consider the potential for significant increases in
9 pollution to Lake Pend Oreille and its ecosystems due to
10 these impending increases in coal transport and ask that the
11 agencies develop a strategy to evaluate and mitigate the
12 extent of this pollution while preparing a programmatic
13 environmental impact statement.

14 Lake Pend Oreille shares more than 30 miles of
15 shoreline with the preferred rail route carrying coal
16 exports to the proposed west coast -- coast facilities. I
17 request that the co-lead agencies develop a strategy to
18 evaluate the likelihood of a shoreline derailment event
19 along Lake Pend Oreille, and that they develop a mitigation
20 plan to address the significant impacts to water quality and
21 aquatic ecosystem health that would be caused by such an
22 event.

23 Due to the high volume of rail traffic anticipated
24 with these proposals, a coal train derailment event seem
25 inevitable. I feel strongly that a derailment event along

1 the shoreline would impose significant adverse impacts on
2 the integrity of this waterbody and should be addressed by
3 the participating agencies in a programmatic environmental
4 impact statement. Thank you.

5 **DAVID W. BILSLAND:** David W. Bilsland. I live one
6 block from the railroad track downtown Spokane. Downtown
7 Spokane is in a geologic bowl. All of the pollution from
8 the valleys comes down into that area, so do all the trains,
9 and you're talking about doubling the number of trains
10 coming through my downtown. You're going to try and pollute
11 my area more. No, I don't think so. We do not need more
12 trains. We need to cut down the number as a matter of fact.

13 I would also like to mention that while I was in
14 line, I saw eight people with green shirts come ahead of me.
15 Thank you very much.

16 **LOWELL CHANDLER:** My name is Lowell Chandler. I'm
17 from Missoula, Montana. First, I want to say that I'm
18 insulted not deeming this project as a programmatic
19 environmental impact statement, but even having spoken
20 hearings in Montana makes me question your of understanding
21 of coal exports, and geography for that matter.

22 Like I mentioned, I'm from Missoula, Montana. I
23 live near downtown, which also happens to be where the rail
24 yard is, two locomotive fueling stations, and the locomotive
25 maintenance center, right in the middle of town. Very

1 frequently, I'm forced to breathe diesel exhaust so thick
2 that I can taste the diesel toxins as they drip down my
3 nasal passage. I can no longer leave my windows open at
4 night to naturally air-condition my house during the summer
5 months for fear that I will be deliberately exposing myself
6 and my loved ones to toxic diesel exhaust. I worry about my
7 baby niece's breathing the air that I breathe when they
8 visit me.

9 An increase in coal trains will only further
10 exacerbate the diesel pollution in my neighborhood
11 Missoula's air quality is already in violation of EPA
12 standards. On top of diesel, empty coal trains do their
13 maintenance checks in town. They bang and couple day and
14 night making noise levels of up to 119 decibels. It shakes
15 my newly built apartment and wakes me at night.

16 My neighbors who live in older homes tell me they
17 can no longer put pictures on their walls. One of my
18 neighbors has a friend that has PTSD and can no longer visit
19 him because the empty aluminum cars banging together
20 resonate as bombs. I think is something we must
21 investigate.

22 Coal dust is also a huge concern as well. The
23 empty coal cars have holes in the bottom of them in order to
24 provide for ventilation. My outdoor furniture and railings
25 are covered in dark sediment, and when you put your hand

1 down it will come up black.

2 Here is a picture that I wanna leave with you guys
3 of a Montana Rail Link Track Broom cleaning the rail yard of
4 what looks like coal dust. I'm already severely impacted by
5 the current train traffic. Allowing the Gateway Pacific
6 Terminal to be built would make my air quality and my
7 quality of life worse. I ask you to please conduct a
8 programmatic environmental impact statement and deny the
9 permit.

10 **JON SNYDER:** My name's John Snyder, Spokane City
11 Council. My very first words were choo-choo. I love
12 trains and appreciate all they do for our economy, but my
13 love of trains takes a back seat to the citizens I represent
14 in the city of Spokane, and also on the regional health
15 district.

16 Both of these bodies voted overwhelmingly for a
17 broad EIS to find out what the impacts are for Spokane
18 county on the impacts of coal trains. Why? Because our
19 citizens have questions. They want to know what will be the
20 effect on commercial traffic in cities like Spokane, Spokane
21 Valley, Millwood and Cheney. They want to know how many
22 trains will actually be coming through. They want to know
23 what the health impacts are on children living near the
24 tracks. They want to know, are we, in fact, subsidizing
25 coal for export. Are we, in fact, as Americans providing

1 cheap energy for Asia at the cost of our citizens.

2 I also want to know about the resources. Emergency
3 service delivery is one of our most important resources. In
4 the city of Spokane, we're losing 100 jobs next year, most
5 of them public safety. I'll have to spread those people
6 farther than they've ever been spread before. How will
7 increased gate time in -- impact our emergency service
8 delivery?

9 And what about our transportation capacity. I
10 have served on the Regional Transportation Council. We do
11 not have the information to find out about how gate time
12 will impact our plans for the future. Will we have to throw
13 out our entire 2040 plan because we don't know exactly what
14 it's going to do to the local transportation? Will we no
15 longer deal with the grain to market from the Palouse?

16 I was here in 1991 when a massive train derailment
17 was -- occurred over Latah Creek. What are the chances of
18 that happening again with a coal train? Choo-choo is a great
19 first word, but it shouldn't be the last word on the health
20 of our community. I appreciate you coming to Spokane, and I
21 thank you for your hard work in deliberating on this
22 subject.

23 **OLIVE LEWIS:** Hello. My name is Olive Lewis, and
24 I'm a fourth grader at Roosevelt Elementary. I live just
25 one block away from the railroad tracks that will carry this

1 coal. I come from a family that has several railroad
2 employees, including my papa. My papa has complained about
3 me breathing in the diesel fumes along with the risk of the
4 spill from the hazardous cargo.

5 I am here because I want to play in the World Cup
6 some day. Soccer is my life, and I've already seen a doctor
7 about my lungs. On days of poor air quality, I cannot
8 practice or play outside. I understand the need for jobs,
9 but they will -- need to be the right jobs.

10 My neighbor that has fallen sick breathing the
11 same air and our future cannot be sacrificed for short-term
12 gain. I have researched some studies on the potential
13 impact from the air and general pollution in sending this
14 coal to China. And I want to ask, is this the best that we
15 can do or are we capable of something greater?

16 **MARIE SHEPARD:** My name is Marie Shepard, and I'm
17 a small business owner in Cheney, Washington. I'm a CPA,
18 and I work closely with small businesses, and I'm putting my
19 -- my living depends on people who have jobs and people --
20 small businesses who are successful, so, of course, I want
21 the economy to be successful.

22 Also, I live right across railroad track. I live
23 right opposite the road you run in Cheney, and I would not
24 be here today if it was not for an incident that happened
25 four or five years ago. For me, trains were like, you know,

1 something fun and whimsical. Trains is something you travel
2 in and you just see the countryside.

3 However, what happened four or five years ago, and
4 I lived right across the railroad track which was 200 yards
5 from my home. And -- then one day one train decided to park
6 right there, and right at the Thanksgiving weekend, on
7 Wednesday evening, and it stayed there the whole night. So
8 I was like, gosh, was I waiting for morning for this train
9 to go because there was the rumbling and the fumes. It just
10 kept running all night, and the diesel fume were just coming
11 to our home. And -- but the next day, the train did not go.
12 The train stayed running all day, so that was Thursday on
13 that Thanksgiving.

14 Then by that time, Thursday evening, I'm like
15 okay, what can I do about this train. And it stayed there
16 all night again, and then Friday morning we woke up and the
17 diesel fumes were way worse. And by that time, I was
18 calling the police -- am I done? Oh, my gosh. I had five
19 minutes to go.

20 **STEVE HOLT:** My name is Steve Holt. I'm executive
21 director of the Eureka Institute. I run summer youth
22 programs up in what Rand McNally just voted the most
23 beautiful town in America, Sandpoint. I hope it stays that
24 way. I'm also president of the board for the Lake Pend
25 Oreille Waterkeeper. And our mission is to see that the

1 tributaries in the lakes stay drinkable, swimmable and
2 fishable.

3 I believe that since this project affects all of
4 us, from the mine to the port, that we should all be
5 considerate, and therefore, I would request that the scope
6 of this EIS involve the entire project. Specifically I'd
7 like the project to -- or the EIS to -- to address
8 derailments.

9 Burlington Northern and Union Pacific between
10 January and September had 730 derailments and traffic-
11 related accidents totaling \$130 million worth of economic
12 loss. We had 30 miles of rail along the shores of Lake Pend
13 Oreille, and four crossings over the water itself account
14 for about two miles. We've had two derailments in the last
15 year and I would like this EIS under -- to help us
16 understand what the effects of a derailment would be over
17 Lake Pend Oreille.

18 Second, the dust. I've heard everything from zero
19 dust to Burlington Northern saying that there's one pound
20 per car per mile, which for us would equate to five tons per
21 day on the 30-mile stretch around Lake Pend Oreille. Now
22 even if it's half of that, two and a half tons per day over
23 a year's period of time, that's a significant amount of
24 dust, and I'd like to understand better, you know, what the
25 effects of that could be on human health.

1 Diesel particulate: I don't know how to measure that,
2 but I've heard there's four times as much.

3 **KEN LARSON:** My name is Ken Larson from Sagle,
4 Idaho. I'm representing basically myself, my family, and my
5 neighbors who are all in a conveyed neighborhood and the
6 community.

7 I believe what we're facing is an example of the
8 tragedy of the commons where the national resources are
9 privatized for the benefit of a few people, yet potentially
10 large numbers of people are going to be negatively impacted.
11 I'm also a teamster in the transportation industry, and
12 therefore, extremely interested in the whole issue of jobs
13 as well as the people who spoke earlier.

14 What we see -- the purpose for us being here is
15 not so much to tell you our opinions or our position, but to
16 ask and guide you in doing environmental impact, and I
17 believe that it's important that you can see from the
18 disparity of comments here today, there's a lot of confusion
19 and misunderstanding, thus, we need an expanded
20 environmental impact for -- especially for those along what
21 we call the conveyor communities that don't seem to be
22 gaining any benefit from this process -- from the -- the
23 coal trains.

24 The terminals and the railroad coal trains have
25 been connected through the very first of this discussion,

1 and so I think they need to critically be part of the
2 environmental impact. The costs and risks to each of the
3 communities along the -- the route for accidents and
4 derailments, the environmental risks and potential economic
5 loss to each of those small communities along the route, the
6 value and risk of the quality of life and public safety of
7 the small communities, and the real numbers of jobs.

8 People -- we are not saying there should be fewer jobs, we
9 would like more jobs, but we would like to have the real
10 numbers. So I believe the impact statement should be
11 expanded.

12 **TODD EKLOF:** I'm from Spokane, and my name is Todd
13 Eklof, that's E-K-L-O-F. In 2005 the EPA made a statement
14 that the evidence for a potential cancer hazard to humans
15 resulting from chronic inhalation exposure to diesel
16 emissions is persuasive, which is why it has long considered
17 these emissions a probable carcinogenic. This summer after
18 conclusive evidence, the EPA, along with the World Health
19 Organization and the National Institute for Occupational
20 Safety and Health reclassified diesel engine exhaust as a
21 certain carcinogenic to humans. The Spokane area often
22 experiences air inversions, meaning our warmer air is on
23 top, which acts like a lid trapping pollutants and the air
24 we breathe -- breathe near the earth's surface.

25 Although this is usually worse during Winter, just

1 this summer poor air quality in our community made it unsafe
2 rest for us to go outdoors because of smoke that came from
3 fires miles away and lingered here for several weeks.

4 Any additional trains coming through Spokane will
5 spew diesel fumes into our air that could also linger for
6 months, gravely threatening our health, as well as the
7 tourist industry that our local economy depends on to the
8 tune of billions of dollars.

9 This is especially true of coal trains, because
10 they require multiple engines to push and pull their
11 unusually heavy loads. This means every single coal train
12 could pump the same amount of diesel fumes into our inverted
13 air as four to six normal trains.

14 So I'm respectfully ask you, the Army Corps of
15 Engineers, to please consider how you will keep diesel
16 pollution in our air to below EPA and other safety
17 standards, as well as how you might mitigate your
18 responsibility in any of the certain class action lawsuits
19 against those individuals, industries and agencies
20 responsible for knowingly pumping carcinogen into the air
21 that we must all breathe. Thank you.

22 **MARIAN HENNINGS:** My name is Marian Hennings, and
23 I live in Spokane, Washington. I hope you can understand
24 me, but I've been outside for a long time today, and I'm
25 also a survivor of throat cancer which makes it a little

1 difficult for me to talk.

2 I'm asking that you please consider a broad
3 consideration for this and not just limited to the port
4 because this will have an impact on the Inland Northwest and
5 our -- our friends from Idaho and Montana as well.

6 My main concern is the risk of derailment. There
7 was a derailment of a coal train in Baltimore this year that
8 killed two people. They were buried in coal. There was a
9 derailment here in Pas -- in Franklin County last July where
10 31 cars of coal were spilled. If that happened in Spokane,
11 it would pour -- simply 'cause the trains run above the
12 street, it would be blown all over the downtown area.

13 And there's the vibrations from these heavy trains
14 will actually increase the risk of -- to those -- the
15 infrastructure over downtown. Those are old structures and
16 are at risk of collapse. And that's really all I'm up to
17 saying now. Thank you.

18 **BRUCE HUNT:** Thank you for giving me the
19 opportunity to speak tonight to -- to this environmental
20 impact statement. My name is Bruce Hunt. I've been a
21 senior planner for the State of Washington and locally for
22 over 20 years now, so I've had a good opportunity to both
23 review and participate in environmental impact statements.
24 What I'd like to speak to you tonight is locally and the
25 environmental risks, potential public health and

1 environmental impacts to Spokane County.

2 Here's a fact. Last July a coal train derailed in
3 Mesa, Washington. That's a small community in southeast
4 Washington. 30 rail cars dumped coal into this community.
5 This is a probable environmental impact. It's something that
6 begs the question, what if that happened in Spokane County.

7 Here's another fact: Right outside this door a block
8 to the north, there's an open pit mine. This mine is
9 approximately 15 acres in size. It's adjacent to the
10 railroad track that will be supporting a transit of rail
11 cars full of coal. That 15-acre site is an exposure to
12 Spokane's sole source drinking water. It's aquifer.

13 Right outside this door, two blocks to the east,
14 is a 26-acre site. There's another site that's adjacent to
15 the railroad tracks that'll be hauling coal through this
16 community of Sullivan and I-90. That site also has
17 approximately 20 acres in size. It's also adjacent to the
18 railroad tracks, within 100 feet of the edge of the slope
19 down to the exposed aquifer.

20 So I would like to ask that you consider the
21 proximity of the aquifer and the railroad tracks and the
22 potential impacts that a spill could have on Spokane's sole
23 source drinking water. Thank you.

24 **AARON QUALLS:** My name is Aaron Qualls, and I'm a
25 City Council member for the city of Sandpoint, Idaho. I want

1 to thank you for coming this far east to host this public
2 scoping meeting. Love it if you visited us in Sandpoint,
3 and I'm sure the folks from Montana would love a visit as
4 well. There may be some economic benefits to Whatcom county
5 and companies operating out of the Powder River Basin, but
6 at what costs of all the communities along the route.

7 Sandpoint has joined many other cities across the
8 route in adopting a resolution call asking that we be
9 included in this scope. Sandpoint, in particular, may be
10 adversely affected in many ways. We're located, as pointed
11 out by others, at a major choke point for the railroad
12 lines, also termed the funnel by railroaders, so we have a
13 lot of questions.

14 How many trains would be passing through our town?
15 What traffic impacts would that have? How would it affect
16 emergency vehicle response times. What additional safety
17 risks will there be at rail crossings? How will it affect
18 air quality? What about water quality? Lake Pend Oreille
19 is a source of potable water for the citizens of Sandpoint
20 and a habitat for threatened species. Is there a great risk
21 of train derailment from this project?

22 Just in this last year, we had two derailments in
23 and around the city of Sandpoint. A coal train derailment
24 along the shores of Lake Pend Oreille, which it would travel
25 approximately 30 miles, looking at current routes, could be

1 devastating. So please consider us as part of this scope.

2 Thank you.

3 **KADEN WALKSNICE:** My name is Kaden Walksnice. I'm
4 a Northern Cheyenne tribal member in Lame Deer, Montana, and
5 I'm also a wildlife firefighter. And the Northern Cheyenne
6 Reservation was threatened by wildfires. Over half of the
7 reservation was burned and tribal members were forced to
8 evacuate twice this past fire season.

9 The reason why I bring up wildfires is for the
10 Army Corps of Engineers to study the impacts that the
11 railroad would have in starting fires, and to study the --
12 what the railroad would have as threatening and
13 redevelopment stage of the land from the fires that it is in
14 now. Thanks.

15 **PETE POWELL:** My name is Pete Powell, P-O-W-E-L-L.
16 I'm here today to ask the Corps to consider doing a complete
17 environmental impact statement for this project from the
18 mines literally every inch of the way to the eventual places
19 where it's burned in Asia, be it China, or wherever in Asia.

20 I'm a retired Washington State Patrol Trooper. I
21 worked my entire career in Spokane County, and I've seen
22 many accidents, both derailment and rail crossings. One of
23 my biggest concerns today with this project is the increase
24 of rail traffic is how it's going to affect the risk of
25 accidents both in crossings and derailments. I just have a

1 real concern with the infrastructure, and I have ever since
2 I became a trooper with the infrastructure that the tracks,
3 the bridges, and so forth at the railroads. I know that
4 they haven't been able to keep up with that, and adding coal
5 trains to this infrastructure I think is going to be a
6 problem, and I think the EIS should definitely study that.

7 My thought on this is that hauling coal to China
8 is wrong on so many levels, but locally a safety. The
9 traffic safety and safety, possible derailments could be
10 catastrophic, and that's something only an environmental
11 impact study here in Spokane can address. So I would ask
12 that that -- that is done. Thank you for your time, and I
13 hope that you can do everything that needs to be done to
14 make this safe.

15 **MITCHELL SMITH:** My name is Mitchell Smith. I'm
16 with the Southwest County Coalition. The Southwest County
17 Coalition is a diverse alliance of Spokane County families
18 and individuals organized to address public concern.
19 Southwest County Coalition is committed to bring into light
20 the concerns of our Southwest county neighbors, family and
21 friends when the action or inaction of public and private
22 sector individuals adversely affect county residents. We
23 would be coal train losers. Increased coal traffic will
24 adversely affect our Southwest County neighbors and friends.

25 The noise pollution alone will significantly

1 impact those living up to two miles from the track.
2 Increased pollution from additional coal train must be
3 substantially addressed to protect those living close to the
4 tracks. The increased railroad traffic will block roads and
5 stifle local commerce as we wait for those trains to pass.
6 Who is responsible when emergency response vehicles do not
7 reach those in dire need of assistance in a timely manner?
8 A couple minutes can make the difference between life or
9 death or loss of a home.

10 Our sheriff -- I just told our sheriff, he's abs -
11 - he's absolutely wrong. We live there. We live with
12 trains. SWCC is extremely concerned at the environmental
13 degradation to our planet's atmosphere and the cumulative
14 effects that's -- that we just previously discussed must be
15 fully addressed.

16 I am also a proud union member and a member of
17 Labor and question the cost versus benefit of the few jobs
18 that will be created from this project. Thank you.

19 **LESLEY ADAMS:** Lesley Adams. "The dogmas of the
20 quiet past are inadequate to the stormy present. The
21 occasion is piled high with difficulty, and we must rise
22 with the occasion. As is our case is new, so must we think
23 anew, and act anew. We must disentrall ourselves, and then
24 we shall save our country."

25 Abraham Lincoln spoke those words in an address to

1 Congress in 1862. Today, I read those words and think no of
2 a civil war, but of the global challenge of a changing
3 climate.

4 My name is Lesley Adams. I am the Western
5 Regional Coordinator for the Waterkeeper Alliance, which is
6 an international network of water advocates spread across
7 North and South America, Europe, Asia, Australia and Africa.

8 Here in the Northwest, Lake Pend Orielle
9 Waterkeeper, Spokane Waterkeeper, North Sound Baykeeper,
10 Puget Soundkeeper and Columbia Riverkeeper are working
11 conscientiously to defend clean water for this and future
12 generations. And when threatened by this precedent-setting
13 proposal to export US coal, these waterkeepers have risen to
14 the occasion to protect their communities and their
15 waterways from the toxic pollution that spews from coal
16 extraction, transport and consumption.

17 I highlight a mere few issues tonight to emphasize
18 the need and legal obligation for the Army Corps to analyze
19 thoroughly the impacts of this proposal.

20 Mercury pollution: If corporations export coal to
21 Asia, they are causing air pollution in the western United
22 States. Coal export from the Pacific Northwest has the
23 connected action of importing poisonous air pollution that
24 is deposited into our streams and rivers, toxifying our fish
25 and threatening the health, vitality and brain development

1 of our children.

2 EPA estimates that there's more mercury deposited
3 in this country from outside our borders than from inside.
4 Because of this geography and wind, the maximum impact from
5 Asia is going to be in the Northwestern United States.

6 It is absolutely the role of our government,
7 specifically through the National Environmental Policy Act,
8 to disclose all impacts of the exploitative and profiteering
9 shenanigans that corporations propose to force onto the
10 people of the country and the environment that is vital to
11 all.

12 Economics: Energy companies that stand to make obscene
13 profits from exporting Powder River Basin coal to China
14 understandably want to limit the analysis of this proposal
15 by narrowly defining the parameters of the project. While
16 that may make sense for those wanting to squeeze as much
17 wealth as they can from a dwindling and murderous resource,
18 such narrow analysis is an example of what economists call
19 the tragedy of the commons.

20 **DEB ABRAHAMSON:** My name is Deb Abrahamson, and
21 I'm a member of the Spokane, Denali and Coeur d'Alene Tribe.
22 And I wanted to welcome the people here from all around the
23 region.

24 So I'm finishing really the statement from the
25 Tribe because it's imperative that we be here to not only

1 protect our lands, but to protect the environment that
2 services all human kind. And for that, I will continue to
3 read this statement from our tribal leaders.

4 The Tribe's ancestral lands cover the entire rail
5 line that the proposed coal terminals will utilize as it
6 enters Washington from Idaho until the rail line heads
7 southwest out of Ritzville. Prior to being killed and
8 forced from this by the United States government leading to
9 the creation of the Tribe's reservation in 1877, the Spokane
10 Tribe lived and thrived along the banks of the Spokane River
11 from what is now the Idaho border all they way to the
12 Columbia River.

13 Our members survived on the abundant salmon that
14 thrived in the area waters. Today our members still utilize
15 the water, fish and terrestrial resources that exist within
16 their reservation and throughout their ancestral lands. And
17 the Tribe is working to improve the quality of these
18 resources for the eventual return of salmon once passage is
19 achieved at the Grand Coulle Dam.

20 Unfortunately, the proposed coal terminals will
21 lead to the increased burning of coal around the planet,
22 which could thwart the Tribe's goal of improving the
23 region's environment. Right here in our homes, the Tribe
24 finds elevated levels of mercury in the waters of the
25 Columbia and the Spokane rivers that is contributed to by

1 the burning coal in Asia where the proposed coal terminals
2 will ship to. Thank you.

3 **VIRJEANA BROWN:** Hi. My name is Virjeana Brown,
4 and I live in Belgrade, Montana, and I'm here to speak about
5 what currently goes on in my house. I'm a full-time
6 caregiver. And my house faces the railroad tracks. There's
7 just a little bit of property so it's about from here to
8 that wall (indicating).

9 And there's about 22 trains that come through now.
10 At night, I cannot leave my windows open in the summertime,
11 because the trains are so loud, and I hear them three times
12 because I'm between two intersections. And in the summer --
13 and during the day, I can't open my windows either because
14 the train is so loud. It sounds like it's coming through my
15 house.

16 There are times when my house vibrates. I have
17 jars on food on shelves for storage, and they shake so bad
18 that I had my brother put a little lip on there to make sure
19 they don't fall off. And there's a lot of talk about the
20 potential of being an additional 30 trains a day come. I
21 don't know if it's 30, 50 or 60. I don't know, but I'm
22 already having a negative effect.

23 I get up at 3:30 every morning because of a train
24 waking me up. I'm chronically fatigued. I'm extremely
25 irritable. I try to nap during the day when my

1 granddaughter naps and I get woke up by the trains, so I'm
2 always having a pretty significant impact without having an
3 increase in traffic. So I really would ask that you please
4 look into the impact.

5 The other problem I have is I live on this side of
6 tracks and on the other side of the track, there's the
7 police, the fire, the post office and the school. If there
8 is an emergency and I'm cut off by a train, I'm screwed. So
9 please, I ask that you please to come to Montana and look at
10 this impacts to us, too. Thank you.

11 **JEFF GAIN:** Hello. My name is Jeff Gain, and I'm
12 a member of The Northern Cheyenne Nation. And I was born
13 and raised there, and I currently live in Joliet, Wyoming
14 and have worked in the Powder River Basin for the past five
15 years or so.

16 Along, you know, the trip I like anyone else
17 needed a job. Yes, I needed a job, but I've also seen the
18 dark side, and I believe that we're at a point in time where
19 we need to take a step in moving in a new direction. I see
20 -- I see the effects of the open air quality in Joliet.
21 Asthma is chronic. I personally, because of I've been told
22 to dump some slush and toxically infused water into old
23 reused pits because it's my job and only to see herds of
24 antelope and deer drinking that same chemical and waste
25 recycling.

1 And I'm asking the -- you know, that there's going
2 to be a full scope environmental impact to look at -- and
3 all of it, everything, not just the port. Every aspect, all
4 the way from the mine through the railroad, the coal -- you
5 know, the -- the that it's going to be, you know -- just
6 everything along the way. The -- the -- the birds, the
7 effects that the sound will have, the dust.

8 Our reservation has a Class I Air Act, and that's
9 -- I don't see there's -- there's no way that that's going
10 to be upheld with an open pit because it's going to be one
11 of the biggest mines geared towards that. That the air is
12 going to be -- it's -- it's -- that's definitely going to be
13 a violation right there. And I'm just asking for a full
14 scope from point A to point B, C, D, D, XYZ. Thank you.

15 **JULIE STRANDQUIST:** Hi. My name is Julie
16 Strandquist. I'm a registered nurse here in Spokane. I'm a
17 mother of three children, one of which has asthma. I'm here
18 out of concern for the health of our community. Cancers,
19 asthma, autoimmune disorders, autism, allergies learning
20 disorders are all on the rise. We need to stop turning a
21 blind eye to these potential health threats in our
22 community.

23 I first became aware of the proposed coal exports
24 and the increase of trains with uncovered coal cars coming
25 through our Spokane community from The Inlander, actually,

1 our local magazine here. I became concerned for myself, my
2 children and our community. I did an Internet search. I
3 put in coal dust and diesel exhaust and found articles,
4 studies and a lot of information regarding the negative
5 health consequences of these materials. Some of that
6 information is from our own governmental agency, the CDC or
7 Centers of Disease Control.

8 When I read the article, I was saddened to think
9 that my children and others in our community would be
10 exposed to the coal dust which contains arsenic, lead,
11 mercury chromium, nickel, selenium and other toxic heavy
12 metals. The coal dusts will get into our lungs, air, water,
13 ground and crops along the way as it travels from the mines
14 in Wyoming and Montana, through Spokane and across the west
15 side of Washington and Oregon state, and then, of course, to
16 China, as we've heard, where I've heard about 15 percent of
17 that comes back to us in our air. So that's not good.

18 Exposure to coal dust is linked to decreased lung
19 capacity, increased childhood bronchitis, asthma, pneumonia,
20 emphysema and heart disease. Also there will be a delay for
21 emergency responders to get to those that need them the
22 most, so it's a life and death situation.

23 You can have a home fire, cardiac arrests, and
24 those that are unable to breathe that would need -- they
25 would sit and wait possibly because of the trains and die.

1 As a mom and nurse, this concern for the health of my --
2 myself and my children and others, I felt compelled to speak
3 out.

4 **JOHN OSBORN:** My name is John Osborn. I'm a
5 physician here in Spokane on staff at the Veterans Hospital
6 where I've worked for 26 years. My specialty training is
7 internal medicine.

8 I'd like to include into the hearing record an
9 article that was published by the Spokane Regional Clean Air
10 Agency entitled "Health Risk Study for the Burlington
11 Northern/Santa Fe Railroad Spokane Railyard." It was
12 drafted in 1910 (sic), first revised in -- on September 6th
13 of 2011.

14 And it's an interesting study. It calls for -- it
15 disclosed a cancer cluster around the rail yard here in
16 Spokane and really called for additional analysis. And so I
17 think when you start looking at really the thousands of
18 families along -- in the transportation corridor, and you
19 look at the medical science that we have to date, that I
20 think that there are -- there are unknowns, but they're
21 certainly concerns that have been raised by this study.

22 It's -- it's interesting just to kind of reflect
23 on the pathogenesis of the -- of the lung cancer because you
24 have the -- the diesel particulate matter, you have the
25 finds, and then they're trapped in the alveoli, in the finer

1 structures of lung tissue, and so they're never really
2 excreted.

3 And the diesel particulates actually have 1, 3
4 butadiene, acetaldehyde, chlomeldehyde, as well as heavy
5 metals, arsenic, beryllium and cadmium, which probably help
6 explain the -- in part, the carcinogenic aspects of the
7 diesel particulate. So I think it's -- it's useful and
8 important to look at this study and the recommendations for
9 further analysis even without adding the additional risks
10 from the additional coal trains.

11 **TOM SCHMIDT:** Tom Schmidt. I'm from Spokane. This
12 is very personal for me. A year ago, I was diagnosed with
13 multiple myeloma, the lung cancer. I don't need any more
14 toxins or environmental degradation. I'm will die with this
15 cancer, if not from it. It is under control tonight,
16 tomorrow. I hope so.

17 Brother and sister laborers, workers, fellow
18 workers, I am pro union. I was once arrested for organizing
19 1199 hospital workers in New York City. I'm pro family, I'm
20 pro jobs. I've raised three children, and I know what
21 unemployment means. The fear of it and the actuality of it.
22 I have had to retrain myself. I hope your union can help
23 you retrain your jobs, too. We need jobs in sustainable
24 energy, not this dirty coal.

25 Coal produces the major amount of carbon dioxide,

1 and carbon dioxide is well known for the major contributor
2 to climate change. In the past 10 years 13,950 scientific
3 articles, peer-reviewed articles, have been published
4 stating this. Carbon dioxide is the major cause of manmade
5 climate degradation. Only 24 articles have been produced
6 disputing that. That's odds of one to 581. We know coal is
7 dirty. It's a bad job.

8 **NICK ENGELFRIED:** My name's Nick Engelfried. I'm
9 with the Blue Skies campaign, which is a volunteer-run group
10 based out of Missoula, Montana, that's very much opposed to
11 coal exports.

12 And I'm here because this project is going to
13 affect the community in Montana just as much as it will in
14 communities all across Washington State. Missoula, where I
15 live, already has bad air. We've got an inversion layer,
16 kind of like -- it sounds like you've got similar issues in
17 Spokane, especially in the winter with pollutants in our
18 air.

19 Now, we're looking at the possibility of having
20 additional diesel fuel in coal trains moving through our
21 town and then stopping, and some of them will be idling in
22 our railyard that's located right next to a densely
23 populated area. This threatens to backtrack on the great
24 work our local government in our community has done trying
25 to improve air quality and erase all the progress that we've

1 been able to make.

2 Adding insult to injury, when this coal is
3 eventually burned overseas, it will contribute to climate
4 change, which adds to wildfires in Montana, which much of
5 the smoke of that ends up again in our air in Missoula
6 making our air problems even worse.

7 So this is going to have a real tangible impact on
8 people in Missoula, on our public health, on our quality of
9 life and I urge you not to allow this project to move any
10 closer to breaking ground without doing a thorough
11 assessment of all the environmental impacts in Montana, as
12 well as Idaho, Washington, and all the other places that'll
13 be affected. Thank you.

14 **ELLEN KNIGHT:** My name is Ellen Knight. I live in
15 Missoula, Montana. I have something to say that in all the
16 times I've participated in testifying, I've never heard or
17 said before.

18 The loyal opposition to this project is made up of
19 regular citizens like myself. Unlike the corporate
20 opponents, we do not regularly have the ear of the powers
21 that be. We certainly do not have their financial and other
22 resources. There is those of us who came 500 miles for this
23 hearing in Spokane because there is no hearing in Montana,
24 even though the coal will be mined here, water damage,
25 communities disrupted, safety jeopardized and air pollution

1 born. Is it any wonder that we wonder if in the back rooms
2 a deal has already been cut to our distinct detriment? I
3 don't know the answer to that. I'm sure others must have the
4 same concerns, but because of those concerns, and just
5 because, too, I ask two things.

6 First of all, that you do a programmatic EIS, so
7 that all the issues can be addressed and all the parties
8 included without having to travel 500 miles considering
9 Montana issues is not a waste of time, as someone suggested
10 earlier.

11 And secondly, I ask that you -- I ask this
12 respectfully -- that you as decision-makers assure that you
13 make your decision with the utmost integrity and without
14 regard to any possible undue influence from anyone else.
15 Our democracy and the monumental importance of the critical
16 and deepest issue at hand, climate change, whether we're
17 talking about it or not, demands nothing less.

18 **DOUG BECK:** My name's Doug Beck. I live in
19 Spokane Valley, and I thank you for coming to Spokane. I
20 live within a block of the train's path. A train comes by
21 every 20 minutes, and I've asked you to come about the
22 intendments. So this thing about not having 60 trains a day
23 can't happen. That's not true.

24 Also, to the -- over in Idaho, there's a refueling
25 station. If there's an accident or anything due to the

1 increased load of trains, that could destroy the drinking
2 water of the whole area. By being as close as I am to the
3 train tracks, the noise pollution is tremendous. Those
4 trains are well above the 85 decibels that is noted to being
5 safety according to OSHA. I am concerned about the Spokane
6 area. As far as jobs go, I fail to understand how a train
7 loaded comes from the -- the coal comes from the east of
8 here, passes through here loaded, leaves here loaded, can
9 produce any jobs here. That makes absolutely no sense.

10 I am concerned about the emergency vehicles. If
11 you called and asked them, they'll have a hard time, whether
12 -- or an accident or your house on fire, I think you're
13 gonna be -- you could be in a lot of trouble.

14 The Chinese -- the coal is going to China. China
15 is the number-one producer of pollutants in the world.
16 United States is second; India, third; Russia, fourth and
17 Japan, fifth. Why are we helping China who don't care about
18 their pollution? If we give the community more of
19 everything, it's our fault. Again, thank you for coming to
20 Spokane.

21 **MARILYN CARPENTER:** I appreciate you being here
22 for this democratic process. I'm Marilyn Carpenter. I want
23 to speak on the issue of significant avoidance and adverse
24 impacts. I think that we need to consider this issue more
25 than regional or local or state or country. We need to look

1 at this from a global perspective.

2 Our local newspaper in Spokane reported this week
3 that there's been a three-percent increase in global car
4 emissions, much higher than predicted, with the effect that
5 there will be a two -- community increase in global warning.
6 We can't just ignore the fact that the coal is going to
7 China and will be burned there. We need to think about the
8 global issues that this situation will impact.

9 I was going to say a few other points, but they
10 have just been very well covered, so thank you very much.

11 **DAVID CAMP:** My name is David Camp. I live here
12 in Spokane. Thank you for coming. I urge you to make this
13 a programmatic and cumulative EIS.

14 The impacts extend far beyond the ports alone. In
15 Spokane up to 60 new trains per day will divide the city in
16 two, forcing us to build expensive overpasses to access
17 basic needs such as hospitals, most of which lie south of
18 the railroad tracks, while most of the city's population
19 lies to the north.

20 The Asian coal burning is now the primary source
21 of mercury pollution in our rivers and lakes. The
22 Washington Department of Health just issued a mercury
23 advisory warning women and children to limit their eating of
24 fish from any body of water in the state. This is new. And
25 coal is the main cause of climate change. Senior US climate

1 scientist James Hanson (sic) of NASA says that "ending
2 emissions from coal is 80 percent of the solution to the
3 global warming crises." That's a quote.

4 Here in Inland West, this warming has already
5 quadrupled large wildfires over the last 30 years. I have
6 here a recent study finding that these wildfires will
7 probably happen again for every 1.8 degree Fahrenheit rise
8 in temperatures. And this study, published just by the
9 World Bank, predicts a seven-degree Fahrenheit rise in
10 temperatures by the end of the century. Together, these
11 facts indicate a more than twentyfold increase in wildfires
12 in the Inland West in the coming 90 years.

13 Shipping vastly more coal to China is a
14 catastrophe for the whole world. It makes global a more
15 dangerous place for the United States. It threatens the
16 forests and waterways of the Inland West, and it dumps huge
17 costs on the taxpayers of Spokane. Please take all of these
18 impacts into account. Thank you.

19 **ED GULICK:** Good afternoon. My name is Ed Gulick.
20 I'm an architect in Billings, Montana. I want to thank you
21 for having the opportunity to speak today, and also want to
22 thank Marv Wallsley of Bellingham, Washington who gave up
23 his space for me to talk -- speak.

24 I live on the north side of the railroad tracks in
25 Billings, but my office is right on the south side, just the

1 south edge of downtown Billings. Down -- Billings is
2 heavily impacted by increased rail traffic. There are three
3 at-grade crossings in downtown Billings. No very easy way to
4 add underpasses, overpasses. Right now about 15 to 20
5 trains per day running through town, which means the gates
6 are down roughly about two hours per day.

7 As we've heard, coal companies have publicly
8 proclaimed their plans to export 150 millions tons of coal
9 from Powder River Basin through -- from Wyoming and Montana
10 to the specific Northwest ports. Basic math suggests that
11 an additional 50 to 60 trains per day through Billings with
12 gates down an additional eight to 10 hours a day. How much
13 exactly? I don't know. We need to have an EIS that covers
14 Montana so we can find this out. That many trains will
15 utterly devastate the quality of life and flow of commerce
16 in that city.

17 Build overpasses or underpasses, we are told. They
18 will cost in the hundreds and millions of dollars. How much
19 exactly? I don't know. We need to have Montana covered by
20 the EIS. Who is going to pay for them? The citizens of
21 Billings? We don't benefit from coal exports. We just get
22 diesel exhaust and coal dust. How much exactly? I don't
23 know. We need to be covered with an EIS in Montana.

24 It's pretty clear that coal companies expect
25 Montanans to step aside while they reap profits and we bear

1 the costs. We don't want to subsidize coal. The Corps
2 needs to coordinate with the service transportation board,
3 which means an EIS.

4 **BURDETTE BIRDINGROUND:** Good afternoon. My name
5 is Burdette Birdinground. I'm a Crow Tribal citizen from
6 southeastern Montana.

7 The reason I'm here today is to bring up a couple
8 of issues. The issues would be that there's need be an EIS
9 on the Northern Cheyenne Reservation, the Crow Reservation
10 and the Columbia River, those reasons being that the
11 Northern Cheyenne stated that the proposed railroad will
12 damage a lot of their traditional hunting ground and their
13 water, their resources, and in the Columbia Basin as well --
14 or in the Columbia River right now.

15 I have friends who ship our -- who fish there, and
16 they tell me that whenever they're fishing, they see clouds
17 of dust because of the winds that blow through the Columbia
18 River. So they just see that all the time. It's affecting
19 their fishing and their traditional way of life.

20 And also the reason for the EIS in Crow would be
21 because if the terminal is approved, then more -- they'll be
22 a more -- a higher -- an increase in demand for coal, and
23 then they'll start mining in Crow country, and that affects
24 my culture and my lifestyle, and the water that I drink in,
25 water that my family and friends drink in. It's going to

1 affect our whole lifestyle. And there also needs to be an
2 EIS, like everybody has said, in Montana. So that's all I've
3 got to say on that. Thank you for your time.

4 **BONNIE ROBERTS:** My name is Bonnie Roberts from
5 Spokane. I strongly oppose coal train tracks parting
6 through the pacific northeast, and in particular, Spokane.
7 I grew in up Pennsylvania, and one has only to turn to that
8 state to see what massive coal transport can do to a state,
9 its nature and its environment.

10 Earlier, a speaker had said he came from coal
11 country. Well, I'm sorry, Mr. Ozzie, but maybe you didn't
12 live downwind. I have lived in the pacific northwest now
13 for over 40 years. I've chosen here to raise my family
14 because of the healthy environment and the pristine nature.
15 I have a family of 12; of them, three adults and two
16 children have breathing issues. Who will pay for the
17 environmental damage? Who will pay for the cost of
18 additional health care and potential loss of life? Who will
19 pay after these coal companies go out of business?

20 Please include Spokane in your environmental
21 impact study because there will be environmental impact.

22 Thanks.

23 **LAURA ACKERMAN:** Good evening. My name is Laura
24 Ackerman. Thank you for having this hearing in Spokane. I
25 wish you would have had one in Montana. I'm asking for a

1 programmatic EIS. I'm making several comments on-line, but
2 this is the one that I just want to make here. I want to
3 tell you about these studies. I'm just going to read the
4 titles.

5 Long-term exposure to air pollution increases risk
6 of hospitalization for lung, heart disease. Even moderate
7 air pollution can raise blood risks. Short-term exposure to
8 most major air pollutants associated with increased risk of
9 heart attack. Air pollution linked to cognitive decline in
10 women. Air pollution level changes in Beijing linked with
11 myocardial, cardiovascular disease.

12 Americans owe five months of their lives to
13 cleaner air. Declining air pollution levels continue to
14 affect life expectancy in the US, and that air means bad
15 news for seniors' brain power.

16 Now, the reason I mention this is because this
17 last study was done on people who are 50 and older. Well,
18 I'm going to be 51 at the end of this month, and when I was
19 a child, I was exposed to lead and all sorts of toxic
20 metals. And if we let coal trains come through here with
21 the diesel, et cetera, and let coal be burned through this
22 way, guess what? We get a second helping of those same
23 kinds of toxic levels. That is what I want you to study.
24 There's a lot of us here that are over 50. We're going to be
25 doubly exposed. I want that study in the EIS, and I want it

1 studied from the Powder River Basin to Cherry Point. Thank
2 you.

3 **CHERRY ELLIS:** My name is Cheryl Ellis, and I want
4 to speak especially about air quality, but I also want to
5 address the quality of geology in the Powder River Basin.

6 A is for air quality. It is also for asthma and
7 autism. We now know definitively that the toxins from the
8 diesel can increase autism by a factor of three, three times
9 as many children who live near the toxins and diesel will
10 become autistic.

11 B is for bronchitis. We know that bronchitis
12 increases with the pollution in the air.

13 C is for cancer. We know as well that those
14 things, as Dr. Osborn said, increase in the areas around the
15 railroad yards.

16 D is for dust. When it comes to fugitive dust, we
17 know there are some factors that very much need to be
18 addressed in Montana, Idaho and Washington. Some of those
19 factors are wind. With increased wind, you get increased
20 dust. Temperatures. With increases in temperatures like we
21 have on our summers, you get increase in dusts. Velocity of
22 the oncoming rail cars. Also tunnels. They are tunnels all
23 through the system in Montana, Idaho and Washington.
24 Trussers, and beyond that, rugged terrain. We have changed
25 the terrain. All of those increase the dusts.

1 So the logistics of the whole route need to be
2 addressed in an EIS that is programmatic, starting in Powder
3 River basin. The geology of Powder River Basin is such that
4 the overburdenment is increasing and the quality of the coal
5 is decreasing, so we're going to have to excavate more and
6 more and create a lesser quality coal. And also the empty
7 trains carry dust. It's not just the coal trains. You
8 really need to look at the dust problem. Thank you.

9 **JUSTIN ELLENBECKER:** My name is Justin
10 Ellenbecker. I was born here in Spokane. I've grown up in
11 Spokane for the majority of my life, except for a period of
12 time in which I was deployed. I returned here in order to
13 raise my family in an environment that I considered safe.
14 An environment that has incredible drinking water, brought
15 to us by a nonpolluted aquifer, and a city that is described
16 by our Chamber of Commerce and multiple others as near
17 perfect.

18 Let's look at keeping in that way, please. Right
19 now, as was detailed by multiple individuals coming up here,
20 we're having these coal trains pass within open water
21 avenues to our Spokane, Rathdrum, Prairie aquifers
22 This is something that is going to increase the health risks
23 to all individuals within this area that collect their
24 drinking water. This is something that is not going to be
25 in paid for in any way, shape or form by the coal industry

1 or even by the train industry.

2 There's a phrase for something like that. It's
3 privatization of gains and socialization of losses. That
4 does not represent a free market system. It is ludicrous to
5 here this described as a free market system in which we
6 continue to have health care costs raised on all of us, that
7 all you experience paying for while they continue to reap
8 the profits.

9 What you have done here today by coming out and
10 being able to represent yourself in this sort of way has
11 awakened a large amount of activism that you would not have
12 seen if this had not taken place. Build it and watch how
13 many of us come out. Thank you.

14 **NANCY STREET:** I am Dr. Nancy Street, and I live
15 in Cheney. I live six blocks from the train tracks and two
16 blocks from Eastern Washington University. All the time we
17 are hearing trains pass by. The noise is terrible. I wish
18 I had my recorder that would show you just how bad it is.

19 There are five crossings in Cheney, and they blow
20 their horn. There is a series, two long, a short, and a
21 long. And now that we know that, every time we hear the
22 train, we break for the two long, the short, and the long.

23 This is very annoying. There are people who live
24 closer to the tracks in Cheney because of the tracks went
25 along one side. Senior citizens, babies, students at

1 Eastern Washington University are awakened. We know there's
2 a lot of adverse -- these psychologists know there's a lot
3 of adverse effects of sleep deprivation.

4 I really think that there's need to be great
5 emphasis in doing research on what the impact, the
6 psychological impact, of the trains going through. We
7 already experience it now a lot, and I think people before
8 had mentioned that already. What happens when we add 60
9 more trains? On top of it, the five crossings that are from
10 Cheney block the traffic to the other side of Cheney.

11 I wanted to add one more thing. Business is
12 interrupted. We have talked to people along the main
13 street, the merchants, and they say that when the trains go
14 by, they have to stop talking. They can't talk on their --
15 to their customers. They can't talk on the phone. So the
16 noise pollution needs serious attention. Thank you. By the
17 way, I do have a map of Cheney for the panel. Thank you.

18 **WADE SIKORSKI:** My name is Wade Sikorski. I'm
19 from Baker, Montana. That's down by the border between
20 North Dakota and South Dakota. My family has a ranch there
21 that we've lived on for -- we just celebrated our hundred-
22 year anniversary.

23 And I'm here because I wanna show you a picture of
24 what climate change looks like on our place. We've had a
25 green Ash grove that was dying out and we couldn't figure

1 out why. We thought perhaps it was because we were no
2 longer grazing cattle there or buffalo change. And so by
3 chance, we found a research scientist who had a graph to
4 study the decline of green Ash groves in southeastern
5 Montana.

6 And this is a picture of our place, this bottom
7 picture here. And as you can see, the trees are spaced out
8 quite a ways, and this is a picture of what a healthy green
9 Ash grove looks like. You can hardly walk -- well, when I
10 was a child in this green Ash grove, you couldn't even walk
11 between the trees. I mean, it was so thick, that there was
12 maybe a trail or two left by the deer and the cattle, and
13 otherwise, you couldn't get off that trail. I mean, that
14 was what it looked like when I was a child, but today you
15 can drive a four-wheeler just about anywhere you want to.

16 And according to this research article that I'll
17 give you written by Peter Lesica, he believes that climate
18 change is basically the cause of that. There's been other
19 harm -- basically, what he argues is that there's been a
20 change in the water cycle. Our winters used to be snow
21 covered all the way through -- the snow would start to fall
22 and it would just build up. And as a result, it's not --
23 the hydrological cycle has changed and so the green Ash
24 groves are not thriving like they used to anymore.

25 And the problem is that this is just the

1 beginning. Sorry to say that we'll have -- in 50 -- at the
2 end of the century, we'll have 50 to 60 days with
3 temperatures over hundred. And if that happens, my
4 experience is that we simply won't be able to grow any
5 wheat. And so I'd appreciate if you look at this article.

6 **RICHARD SCHMIDT:** Yes, my name is Richard Schmidt.
7 My friends call me Rick. I'm a lifelong resident of Spokane
8 and not here only on my own behalf, but I'm here on behalf
9 of my three children, my six grandchildren, and my two great
10 grandsons, one of whom was born last week.

11 Rather than reiterate what so many others have
12 spoken so well about, the facts and figure and the more
13 local and immediate hazards of coal mining and its transport
14 -- I am a graduate in philosophy. I went to Eastern
15 Washington University and graduated in philosophy, and I
16 can't help but be drawn to the larger picture.

17 I opened up the Spokane Review yesterday morning,
18 a front-page article -- that I want to read the first few
19 sentences of the article.

20 The amount of deep traffic pollution to the
21 world's fuel rose again last year by three percent, so
22 scientists say it now unlikely that global warming can be
23 limited to a couple degrees which is an international goal.
24 The overwhelming majority of the increase was from China,
25 the world's biggest carbon monoxide polluter, and our

1 response to this is to ship more coal to China.

2 It seems to me, and I don't think I'm alone in
3 this, that nobody really knows about climate change and how
4 it is largely caused by the burning of fossil fuels,
5 especially the burning of coal. Arguably, any person or
6 group of persons who would willingly participate in or
7 willfully contribute to, not only their own extermination
8 and that of their families, their children and
9 grandchildren, but the likely extinction of all biological
10 life, including the entire human species, would be in effect
11 aiding and abetting mass murder and their own suicide and
12 can only be judged to be criminally insane and must be
13 stopped.

14 **CHARLES BEAUCHAMP:** Hello, my name is Charles
15 Beauchamp, the III. Thank you for being here. Everyone,
16 peace, love and joy to everyone who's here.

17 In a serious matter, I just wanted to say that we
18 need to -- the word currency, and then you could adjust our
19 feelings towards that word, and maybe possibly a change of
20 air, water and soil being under currency, and possibly the
21 health of all of us. And probably more importantly, I think
22 that we're all in this together. There's no need to argue,
23 there's only solutions to have. And there really shouldn't
24 be monetary gain, gold and silver and paper money at the
25 detriment to a large population of people.

1 I think that we should be wading towards -- the
2 benefit towards the masses first, and then any individual
3 corporation would be willing, if that's what you want to
4 call them. But I want soil to grown corn and carrots, and I
5 want water to be put on those corn seeds and carrot seeds,
6 so I can eat. And I want to be able to swim in my water,
7 our water, and enjoy it, because we don't really need that
8 much. We don't need much. All we need is our friends and
9 our families and corns and carrots and a place to eat. Life
10 is very simple, and often we confuse this money, this
11 competition and this competitiveness with arguments. We're
12 all in this together, and you know that. We all know that
13 we know that we're together. We know that we need to take
14 care of each other.

15 **EVA KRISLOCK:** My name is Eva Krislock and I live
16 in Spokane Valley. October 6th, 1976, Yakima, Washington, I
17 hired out to the railroads. I became the first woman
18 conductor in this region. I have literally travelled the
19 rail lines from White Fish, Missoula, Grand Forks, Canada
20 over to Seattle. I have been in those tunnels. I have to
21 tell you, I'm scared to death now after hearing all these
22 reports. I would go home with my clothes and my hair and my
23 skin smelling of diesel. You couldn't see it -- well,
24 actually you could once I washed my face. I love the
25 railroad. I loved my time on the railroad. I worked there

1 for 12 years.

2 When I hired out, the concern was that, as a
3 woman, did I do the job. Yakima was willing to take a
4 chance on me. Spokane, I was not quite tough enough. Their
5 criteria was so different than where I hired out. I wasn't
6 divorced. I wasn't tough enough. I was a good rail --
7 played in being -- being a pitch. It was an incredible
8 experience, but I also understand how the railroad operates,
9 and it is a corporation, and they are about money.

10 Derailments occur, and good things happen from
11 derailments. I met my husband when I was working on a
12 derailment up in Sandpoint, but it's hard -- it's a hard
13 life, and as -- try as they might, things happen. We can
14 look at the aquifer in Spokane, the refueling depot in
15 Rathdrum, and the guarantees that this is not going to
16 affect our water quality, there won't be no risk. Please,
17 please, please do a full scope EIS study. This does make a
18 difference and has an impact from Powder River Basin to
19 China, even with a global world.

20 **(Whereupon, the proceedings were concluded at 7:00**

21 **P.M.)**

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		77:20 78:8	

46:12	44:3 51:4	95:22	97:5
49:3	51:18	annoying	approval
52:12 52:12	Americans	94:23	50:16
56:4	59:25 91:12	annual 8:1	approved
58:11	America's	55:17	52:14 55:25
59:4 61:6	4:11	answer 84:3	89:21
76:22 82:15	among 46:3	antelope	approximately
84:2 87:4	amount 8:14	77:24	52:21
95:7 95:8	16:7	anticipated	68:9
alternative	24:21 33:23	56:23	68:17 69:25
30:19 30:19	53:8 53:8	antiquated	aquatic 19:13
aluminum	63:23 66:12	47:21	56:21
58:19	81:25 94:11	anybody 16:20	aquifer 68:12
alveoli 80:25	97:20	34:20 36:22	68:19 68:21
Alyssa	amounts	anymore 96:24	93:15
43:15 43:15	14:6 46:7	anyone	100:14
am 5:8 5:18	Anacortes	10:25 77:16	aquifers
5:23 6:6	9:10	84:14	93:21
6:14 7:1	analysis 45:7	anything 10:8	architect
7:4 10:1	49:11 74:14	17:20 20:11	87:20
10:9	74:18 80:16	22:22 84:25	area 3:2 6:25
19:17 29:15	81:9	Anyway 5:8	7:3 7:12
49:9	analyze 73:18	29:10 29:23	7:14 7:15
49:18	analyzed 50:8	Anyways 16:12	16:24
52:2	ancestors	anywhere	24:2 32:4
52:15 52:24	30:7	96:15	46:12
54:6 55:9	ancestral	apartment	55:5 57:8
61:5	54:21	58:15	57:11 65:21
62:18 72:16	55:7 75:4	appear 4:12	67:12 75:14
73:4	75:16	apple 12:15	82:23
81:18	anew 72:23	12:15	85:2 85:6
85:2 85:5	72:23	applied 43:4	93:23
85:10 94:14	animosity	apply 26:17	areas 45:13
97:14	15:6	appreciate	92:14
ambulance	Anna 12:25	2:8 59:12	aren't 42:23
39:1	Anna's 13:2	60:20 85:21	Arguably 98:5
America 23:12	anniversary		argue 42:5
28:5			98:22
62:23 73:7			
American 31:6			

argues 96:19	73:21	attack 91:9	66:3
argument 15:2	74:5 76:1	attempting	<hr/>
arguments	Asian 31:25	46:3	<hr/> B <hr/>
99:11	51:17 86:20	attend 15:1	babies 94:25
arms 50:21	aside 88:25	attention	baby 58:7
Army 30:9	aspect 78:3	14:10 95:16	backed 47:19
30:11 66:14	aspects 23:20	Attorney	backtrack
70:10 73:18	81:6	13:18	82:23
arrested	assess	Australia	bad 27:10
81:18	41:15 41:17	73:7	76:17
arrests 79:23	41:18 41:19	authority	82:7
arrive 51:18	assessed 2:13	26:3	82:15 91:14
arrives 40:1	assessing	autism	94:18
arsenic 79:10	53:6	78:19	Baker 95:19
81:5	assessment	92:7 92:8	balance 40:16
article	83:11	autistic	Baldrige
79:8 80:9	assist 28:5	92:10	35:5 35:5
96:16	assistance	autoimmune	Baltimore
97:5	72:7	78:19	67:7
97:18 97:19	Associate	automobile	bang 58:13
articles 79:3	10:20	35:23	banging 58:19
82:3 82:3	associated	available	bank 21:12
82:5	10:1 49:1	10:14 23:21	37:12 87:9
artist 5:16	56:6 91:8	34:12 54:7	banks 55:2
asbestos 42:4	association	avenues 93:21	75:10
Ash 95:25	2:17 44:3	Average 40:22	base 29:3
96:4 96:9	assure 84:12	40:22	31:16 31:16
96:10 96:23	asthma 5:13	avoid 27:24	40:9 40:10
Ashmore	5:18 50:1	43:1 51:10	based 10:21
41:2 41:2	77:21 78:17	avoidance	33:11 33:19
Asia 13:9	78:19 79:19	85:23	53:10 53:12
45:22 46:11	92:6	awakened	82:10
48:9	ate 17:13	94:11 95:1	basement
48:24	at-grade 88:3	aware 7:1	19:25
60:1	atmosphere	78:23	basements
70:19 70:19	72:13	away 20:7	36:25 40:12
73:7		29:14 60:25	basic 86:17

88:10	become 7:22	16:8 16:9	billions 66:8
basically	92:10	19:12 19:13	bills 21:18
21:10 23:17	becoming 19:6	31:13 31:21	23:4
64:4	beetle-killed	39:21	Bilsland 57:5
96:18 96:19	48:25	64:9	57:5
basin 4:20	beginning	64:22 72:17	biological
4:25 21:6	97:1	88:21 99:2	98:9
26:8	begs 68:6	benefits 31:5	Birdinground
34:21	behalf 6:20	38:16 69:4	89:4 89:5
43:1	13:21	Bennett	birds 78:6
45:21	45:3	22:6 22:6	bit 76:7
52:5	53:23	beryllium	black 29:9
55:14	97:8 97:8	81:5	29:9
69:5	behind 42:22	best 53:8	32:10 32:10
74:13 77:14	Beijing 91:10	61:14	36:23 59:1
88:9	Belgrade 76:4	Beth 3:18	BLET 16:25
89:13	belief 34:13	3:18 8:16	blind 78:21
92:1 92:5	believe	8:16	block 54:14
93:3 93:3	5:10 5:20	better	57:6
100:18	8:22 9:16	20:13 20:13	60:25
basis 4:1 8:1	9:22	31:17 31:17	68:7 72:4
Baxter	10:20 10:22	34:14 63:24	84:20 95:10
38:22 38:23	11:21 11:24	beyond 4:21	blocks
Baykeeper	12:1	30:20 54:20	68:13 94:15
73:9	12:18	86:14 92:24	94:16
bean 17:22	16:2	bicycle 5:14	blood 91:7
bear 48:19	19:19	biggest 70:23	blow 89:17
88:25	39:6 63:3	78:11 97:25	94:19
Beauchamp	64:7	billboards	blown 67:12
98:14 98:15	64:17 65:10	22:9	Blue 82:9
beautiful	77:18	Billings 3:19	BNSF 20:23
6:18 62:23	believes	42:9	21:10 24:11
beauty 6:21	96:17	87:20 87:25	30:23
became 71:2	Bellingham	88:1 88:1	board 25:18
78:23	24:23 47:25	88:3	25:22 26:10
79:1 99:17	87:22	88:11 88:21	27:5 39:2
Beck 84:18	Ben 2:6 2:6	billion 8:1	62:24 89:2
84:18	benefit	35:10	

Bob 24:10 24:10	94:22	brought 41:14 42:2 93:14	Burdette 89:4 89:5
bodies 59:16	breaking 83:10	Brown 76:3 76:3	bureaucrats 29:21
body 2:19 86:24	breath 6:3	Bruce 67:18 67:20	buried 67:8
bombs 58:20	breathe 6:2 58:1 58:7	brunt 48:19	Burlington 44:7
Bonner 52:3 55:10	65:24 65:24 66:21 79:24	BSNF 22:7 33:22	44:10 63:9 63:19 80:10
Bonnie 90:4 90:4	breathing 58:7 61:3 61:10 90:16	bucket 38:7	burn 25:3 34:19 34:20 42:24
booed 42:2	bridge 47:12	buffalo 6:13 6:14 96:2	burned 70:7 70:19 83:3 86:7 91:21
border 4:13 55:3 75:11 95:19	bridges 71:3	build 16:17 16:17 18:24 44:1 86:16 88:17 94:12 96:22	burning 18:2 48:23 54:18 75:21 76:1 86:20 98:4 98:5
borders 74:3	Bridging 32:7 32:8	building 16:21 31:3	bus 42:9
born 12:13 19:19 34:9 36:18 39:23 50:9 77:12 84:1 93:10 97:10	bring 5:20 6:3 28:10 31:16 31:17 31:22 32:24 70:9 71:19 89:7	build-up 44:16	business 8:18 10:2 13:10 40:18 61:17 90:19 95:11
bottom 58:23 96:6	bringing 32:3 46:10	built 4:22 9:2 13:15 13:16 16:5 18:10 25:6 25:6 25:7 25:11 30:13 30:14 31:11 40:3 43:3 58:15 59:6	businesses 22:17 50:19 61:18 61:20
bounce 37:12	broad 27:8 27:17 59:17 67:2	bulk 9:20 27:20 31:25 55:19	butadiene 81:4
boundaries 41:12 45:24	broken 34:7	bulk-type 14:17	buy 28:3 28:4
bowl 57:7	bronchitis 79:19 92:11 92:11		<hr/> C <hr/>
Braided 30:1 30:2	Broom 59:3		caboose
brain 73:25 91:15	brother 76:18 81:17		
brand 11:15	Brotherhood 25:19 27:7		
Brasseur 55:8 55:8	brothers 13:22 27:2		
break 42:20			

38:3 38:4	81:25	68:4	66:18
cabooses	82:1 82:4	68:11 78:24	certainly 5:1
17:12	97:25	92:22	46:4
cadmium 81:5	carcinogen	case 36:10	80:21 83:21
CAFTA 29:13	66:20	41:13 72:22	cetera 91:21
calm 10:7	carcinogenic	cashews	chair 3:20
Camp 86:11	65:17 65:21	38:6 38:8	chairman
86:11	81:6	catastrophe	22:25 25:18
campaign 82:9	cardiac 79:23	87:14	27:4 42:7
Canada	cardiovascula	catastrophic	challenge
13:17 13:20	r 91:11	71:10	73:2
21:12 25:12	care 23:5	catch 36:5	chamber 7:9
25:13 27:23	85:17 90:18	cattle 96:2	93:16
29:8	94:6 99:14	96:12	chance
31:13 40:18	career 17:8	cause 2:16	31:12
40:22 99:19	70:21	4:24 15:7	96:3 100:4
Canadian 9:12	carefully	54:19 67:11	chances 60:17
Canal 27:24	50:2	82:4	Chandler
cancer 7:2	caregiver	86:25 96:18	57:16 57:16
7:2 7:4	76:6	caused	change
65:14 66:25	cargo 61:4	30:12 56:21	21:21
80:15 80:23	Carpenter	98:4	49:4 82:2
81:13 81:15	85:21 85:22	causing 14:20	83:4
92:13	carrot 99:5	73:21	84:16 86:25
Cancers 78:18	carrots	CDC 79:6	95:24
capable 51:16	99:4 99:9	ceded 45:13	96:2
61:15	carry 10:12	celebrated	96:18 96:20
capacity	51:8	95:21	98:3 98:19
24:18	60:25 93:7	center 7:22	changed 92:24
52:2 60:9	carrying	57:25	96:23
79:19	10:16 56:15	Centers 79:7	changes 48:22
capture	cars 14:3	Central 46:16	49:2 91:10
49:6 51:10	14:4	century 87:10	changing 73:2
car 63:20	14:22 47:18	97:2	Charles 98:14
86:3	55:20	CEO 10:1	98:14
carbon 51:3	56:7	certain 65:21	Charter
51:11 51:14	58:19 58:23		42:7 42:7
	67:10		

cheap 60:1	79:2 79:9	76:24	46:21
checks 37:12 58:13	80:2	cities 12:6	51:4 53:5
Chelan 12:13	81:20 86:23	32:9	53:17 54:14
chemical 77:24	90:16	59:20 69:7	73:11 80:9
Cheney 37:19 39:22	92:9 97:9	citizen 5:8	cleaned 5:15
59:21 61:17	98:8	89:5	cleaner 50:22
61:23 94:15	China 4:12	citizens 3:23	91:13
94:19 94:24	18:1 25:3	13:14 31:15	cleaning 59:3
95:10 95:10	30:18 61:14	44:5	clear 4:3
95:17	70:19	46:21 50:11	88:24
Cherry 4:7	71:7	59:13 59:19	climate 48:22
19:10 21:16	74:13 79:16	60:1	49:4 73:3
26:8	85:14 85:14	69:19 83:19	82:2 82:5
45:15 45:17	85:17	88:20 94:25	83:3
45:18 55:17	86:7	city 2:7	84:16 86:25
92:1 92:3	87:13 97:24	2:7 2:9	86:25 95:24
Cheryl 92:3	98:1 100:19	2:19 15:9	96:17 98:3
Cheyenne 6:14	Chinese 34:18	15:10 15:16	clinkets 20:1
6:22 30:1	85:14	24:14	clogging
30:3 30:5	chiropractor	47:9	26:19
30:10	35:6	50:14 55:11	close 72:3
70:4 70:5	chlomeldehyde	59:10 59:14	85:2
77:12	81:4	60:4	closely 61:18
89:9 89:11	choice 12:1	68:25 68:25	closer
Chicago 15:9	40:3 40:4	69:23 81:19	16:20 83:10
chiefs 33:2	choke 2:22	86:15 88:16	94:24
child 91:19	3:3 7:16	93:15	clothes 99:22
96:10 96:14	69:11	City/County	Cloud 21:6
childhood 79:19	choo-choo	50:14	22:1
children 6:20	59:11 60:18	city's 86:18	clouds 89:16
17:7 31:7	choose 40:4	civil 73:2	Club 33:24
49:5 50:4	chosen 90:13	claims 10:17	cluster 80:15
59:23	Chris 13:16	Clark 13:1	CO2 49:7
74:1 78:17	chromium	class 7:17	coal 2:10
	79:11	54:13 66:18	2:24 4:1
	chronic 52:24	78:8	4:2 4:7
	65:15 77:21	clean 5:17	4:11 4:15
	chronically	6:18	
		38:17 44:24	

4:19 4:19	34:1 34:4	56:6	87:13
4:23 4:25	34:19 34:21	56:10 56:15	88:7 88:8
5:9 5:23	35:1	56:24 57:21	88:21 88:22
6:16 6:24	35:18	58:9	88:24
6:24 8:8	36:7	58:12 58:22	89:1
8:8 8:12	36:22 36:24	58:23	89:22
9:12 9:22	37:16 37:21	59:4	90:5 90:8
10:9	38:4 38:4	59:18 59:25	90:10 90:19
10:16 10:25	38:7	60:18	91:20 91:21
13:25 13:25	38:10 39:13	61:1	93:4 93:6
14:2 14:3	40:7 40:8	61:14 64:23	93:7
14:3 14:4	40:8 40:9	64:24	93:20 93:25
14:12 14:21	40:11 40:12	66:9	97:13
15:2	41:8 41:9	66:11	98:1 98:5
15:10 15:11	42:5	67:7 67:8	Coalition
16:12 16:13	42:19 42:24	67:10	51:4
16:15 16:17	43:13 43:20	68:2 68:4	71:16 71:17
17:1 17:3	44:4 44:9	68:11 68:15	71:19
17:6 17:8	44:14 44:15	69:23	coal's
17:12 17:13	44:16 44:21	71:4 71:7	40:21 45:21
17:16 17:17	45:7	71:23 71:23	coast 4:8
17:18 17:24	45:11	72:2	4:12
18:2	46:7 46:9	73:13 73:15	19:11 42:11
18:14 18:16	46:10	73:20 73:22	46:24
18:23 18:23	47:1 47:5	74:13	52:6
19:24 20:24	47:25 48:23	75:5	55:15 56:16
21:9	49:16 49:17	75:20 75:21	Coeur 53:21
21:12 21:15	49:20 49:22	76:1 76:1	74:21
21:22	50:10 50:11	78:4	cognitive
22:4 22:8	51:4 51:5	78:23 78:24	91:9
22:13 22:22	51:12 51:16	79:3	co-lead
23:6 25:3	52:4 52:9	79:10 79:12	56:7 56:17
27:19	52:10 52:11	79:18 81:10	collapse
28:1 28:3	52:16 52:19	81:24 81:25	67:16
28:14	52:20 52:24	82:6	collect 93:23
30:6	53:10 53:11	82:11 82:20	collective
30:12 30:13	53:14	83:2	18:21 19:15
30:20 31:25	54:5 54:8	83:24	college
32:17 32:23	54:10 54:15	85:7	17:4 17:7
32:23 33:13	54:17 54:22	85:14	
33:15 33:15	55:14 55:15	86:6	
33:16 33:17	55:18 55:24	86:20 86:25	
33:18	56:1 56:4	87:2	

31:8 Colstrip 6:25 7:3 Columbia 46:5 46:12 46:16 55:4 73:10 75:12 75:25 89:10 89:13 89:14 89:17 Colville 53:21 combined 55:17 comes 34:5 47:9 57:8 79:17 84:20 85:7 85:7 92:16 coming 2:8 3:7 3:12 36:21 57:10 59:22 60:20 62:10 66:4 69:1 76:14 78:24 84:19 85:19 86:12 87:12 93:19 94:9 comments 9:22 45:3 53:23 64:18 91:1 commerce 7:9 14:1 26:14 27:9 27:24 72:5 88:15 93:16	commercial 59:20 committed 71:19 commodities 8:7 11:17 31:25 commodity 9:20 27:20 commons 64:8 74:19 communities 7:1 7:3 31:18 41:19 64:21 65:3 65:5 65:7 69:6 73:14 82:14 83:25 community 2:15 3:15 10:23 15:17 22:21 32:21 33:11 33:19 39:5 39:21 42:3 52:10 52:13 52:17 53:11 55:11 55:20 60:20 64:6 66:1 68:3 68:4 68:16 78:18 78:22 78:25 79:2 79:9 82:13 82:24 85:18 86:5 comp 10:17 companies	21:6 30:6 69:5 74:12 88:7 88:24 90:19 company 51:5 compelled 80:2 compete 27:18 27:23 competition 99:11 competitive 7:21 8:4 27:19 competitiveness 99:11 complained 61:2 complaining 17:20 39:8 complaints 17:23 complete 70:16 completely 5:15 43:16 completing 45:9 components 8:12 composition 53:9 comprehensive 45:7 compromise 13:15	concept 8:6 concern 5:21 35:6 39:14 48:7 54:16 58:22 67:6 71:1 71:18 78:18 80:1 100:2 concerned 6:6 33:23 49:25 52:2 52:15 52:24 72:12 79:1 85:5 85:10 concerns 9:11 9:17 9:18 42:11 70:23 71:20 80:21 84:4 84:4 concessions 50:20 concluded 100:20 conclusive 65:18 conditions 48:12 conduct 45:6 59:7 conducting 2:13 conductor 14:24 30:23 36:2 99:18 conductors 21:3
--	--	--	---

conduits 4:6	considering 84:8	56:3	costs 41:19
Conference 54:2	consistent 9:15	conveyed 64:5	50:3 65:2
confuse 99:10	construction 11:12 30:6	conveyor 64:21	69:6
confusion 64:18	consultations 54:5	convince 10:24	87:17
Congress 73:1	consumption 73:16	coordinate 89:2	89:1 94:6
congressmen 29:16	contain 9:22	Coordinator 45:2 73:5	Coulle 75:19
connected 64:25 73:23	containers 43:9	corn 17:22	Council 2:7
connective 4:18 4:23	contains 79:10	99:4 99:5	2:9 3:20
conscientious ly 73:11	continually 38:17	corns 99:9	8:17 42:8
consequences 79:5	continue 11:16 25:13	corporate 83:19	45:4
conservation 3:21	29:21	corporation 99:3 100:9	59:11 60:10
consider 3:4 10:6	75:2	corporations 50:18 50:25	68:25
21:17 30:19	91:13	73:20 74:9	Councils 42:16 50:14
41:11 48:21	94:6 94:7	Corps 4:17	counties 39:10
49:14	continues 45:6	30:9	countries 28:2 28:6
50:2 56:8	Contrary 34:12	30:11 42:11	28:13
66:15	contribute 83:3 98:7	66:14 70:10	32:3 51:2
67:2	contributed 75:25	70:16 73:18	51:9
68:20	contributor 82:1	89:1	country 6:22 11:2
70:1	control 5:14 51:3	corridor 26:12 80:18	15:22 21:19
70:16 85:24	79:7 81:15	corridors 41:17 48:7	29:11 29:14
considerate 63:5	converge 52:9	Cory 34:8	29:21 29:24
consideration 31:21 67:3		34:8	30:18 33:13
considered 10:18		cost 19:9	34:12 40:16
26:6		50:9 60:1	51:13 72:24
65:16 93:13		72:17 88:18	74:3
		90:17	74:10 85:25
		costly 23:24	89:23 90:11
			countryside 62:2
			county 7:12
			12:14
			16:4 16:9
			18:9
			28:19 31:8

32:11 32:19	creator 13:25	30:16	d'Alene 53:21
33:4 33:6	Creek 21:8	culture 89:24	74:21
39:8 52:3	60:17	cumulative	Dam 75:19
55:10 59:18	Creston 54:15	2:23 3:16	damage
67:9 68:1	criminally	4:18 4:23	83:24 89:12
68:6 69:4	98:12	8:24	90:17
70:21 71:16	crippled	42:12 42:25	damaging 27:8
71:16 71:17	15:22	48:3	Dan 16:23
71:19 71:20	crises 87:3	50:15 55:22	16:23 28:21
71:22 71:24	criteria	56:1	28:21 39:22
couple 8:21	100:5	72:13 86:13	39:22
8:25 38:8	critical	Cup 61:5	dangerous
44:20 49:14	84:15	currency	9:18 36:7
58:13	critically	98:18 98:20	44:4 87:15
72:8 89:7	65:1	current	Danny 22:6
97:23	crop 12:15	53:7 59:5	22:6
course	23:18	69:25	dark 58:25
61:20 79:15	crops 79:13	currently	77:18
court 56:16	cross 47:10	13:18 21:12	Darren 18:8
courts 26:19	crossed 16:10	51:15	18:8
cover 54:21	crosses 50:22	56:3 76:5	30:22 30:22
75:4	52:22	77:13	Daryl 36:17
covered 58:25	crossing 50:6	Custer 26:5	36:17
86:10 88:19	crossings	28:19	data 53:12
88:23 96:21	9:14	customers	date 80:19
covers 88:13	14:10 63:13	21:7 95:15	daughter
coworkers	69:17 70:22	cut 43:8 43:8	12:24
17:1	70:25	57:12	13:5 23:4
CPA 61:17	88:3	77:8 84:2	23:6
create	94:19 95:9	cute 12:25	Dave 37:13
26:24 93:6	crossroads	cycle 96:20	37:13
created 21:15	11:14	96:23	David 16:3
41:22 45:25	Crow 89:5	<hr/>	35:5 35:5
72:18	89:9	<hr/>	57:5 57:5
creates 15:18	89:20 89:23	dad 19:25	86:11 86:11
creating 39:7	cultural	daily 4:1	day 3:7
creation 55:1		Dakota	5:22 15:5
75:9		95:20 95:20	17:3

17:15	51:16 84:13	degradation	11:10
19:1	decision-	72:13 81:14	depended 53:3
22:10 22:14	makers	82:5	dependency
24:16 33:25	84:12	degree 87:7	29:5
37:21 42:14	decisions	degrees 97:23	dependent
44:22 52:11	3:24 33:10	delay 79:20	41:12
52:13	decline	delayed 48:17	depends 12:19
56:2 56:3	91:9 96:4	delaying	27:13 31:10
58:13	Declining	26:19	61:19 66:7
61:6 62:5	91:13	deliberately	deployed
62:11 62:12	decreased	58:5	93:12
63:21 63:22	79:18	deliberating	deployment
76:13 76:20	decreasing	60:21	51:6
76:25 84:22	93:5	deliver 45:3	deposited
86:15	dedicated	delivery 60:3	46:8
88:5 88:6	3:22 51:24	60:8	73:24 74:2
88:11 88:12	deeming 57:18	demand 89:22	deposition
days 15:1	deep 36:12	demands 84:17	52:24 53:10
24:12 51:18	97:20	democracy	56:4
61:7 97:2	deeper 19:10	84:15	depot 100:14
dead 42:4	deepest 19:11	85:22	deprivation
deal 4:1 33:8	84:16	demonizing	95:3
41:6	deer 70:4	28:1 28:1	derailed
51:14 60:15	77:24 96:12	demonstrate	47:19 68:2
84:2	defeating	28:8	derailment
death 72:9	23:11	Denali 74:21	44:15 52:25
79:22 99:21	defend 73:11	densely 82:22	53:10
Deb 74:20	defense 49:3	deny 59:8	56:5
74:20	defining	department	56:18 56:24
debate	74:15	13:18	56:25 60:16
18:18	definitely	49:3 51:8	63:16
25:3 28:12	71:6 78:12	51:12 86:22	67:6 67:7
debt 36:12	definition	departments	67:9
DECEMBER 2:4	36:15	26:2 50:14	69:21 69:23
decibel 48:20	definitively	depend 4:3	70:22
decibels	92:7		100:12
58:14 85:4			derailments
decided 62:5			46:9 63:8
decision			

63:10 63:14 65:4 69:22 70:25 71:9 100:10 100:11 descendents 43:2 described 93:15 94:5 deserve 46:18 deserves 53:17 designated 50:24 54:13 designation 54:14 desperately 31:18 destined 55:15 destroy 30:9 85:1 destruction 30:20 detailed 93:19 determine 53:7 detriment 84:2 98:25 detrimental 14:1 devastate 30:7 88:15 devastating 70:1 develop	49:5 56:11 56:17 56:19 developed 33:6 developing 28:2 28:13 development 7:10 7:24 9:6 13:6 51:7 73:25 dewalt 9:25 DeWalt 9:25 diagnosed 81:12 die 79:25 81:14 died 30:8 diesel 5:22 5:24 17:23 44:13 48:20 49:23 56:5 58:1 58:2 58:6 58:10 58:12 61:3 62:10 62:17 64:1 65:15 65:20 66:5 66:12 66:15 79:3 80:24 81:3 81:7 82:20 88:22 91:21 92:8 92:9 99:23 difference	72:8 100:18 different 5:19 14:15 14:17 14:18 16:16 18:17 23:20 36:13 36:14 47:15 100:5 differently 27:20 difficult 35:2 67:1 difficulty 72:21 diminishing 29:3 dioxide 51:11 51:14 81:25 82:1 82:4 dire 72:7 direction 44:19 77:19 directly 10:11 42:17 52:4 52:22 53:10 director 51:21 55:9 62:21 dirty 14:20 81:24 82:7 disabilities 13:6 disagrees 26:11 disclose 74:8 disclosed	80:15 discuss 48:1 discussed 72:14 discussion 10:21 33:18 64:25 disease 36:23 79:7 79:20 91:6 91:11 disenthrall 72:23 dislike 10:8 disorders 78:19 78:20 disparity 64:18 dispersion 9:19 disputed 29:7 disputing 82:6 disrupted 83:25 disruptive 14:1 distance 41:24 distinct 84:2 district 38:14 59:15 districts 38:14 diverse 71:17 divide 86:15
---	---	--	--

divorced 100:6	88:1 88:3	56:9	dusty 5:17
doctor 61:6	downwind 90:12	56:23 84:25	dwindling 74:17
document 51:4	Dr 92:14	dump 40:12	dying 95:25
dogmas 72:19	94:14	77:22	Dylan 27:3
dollars 21:19	draft 19:10	dumped 68:4	27:3
66:8 88:18	19:11	dumps 87:16	<hr/>
Dolman	drafted 80:12	during 58:4	<hr/> E <hr/>
46:20 46:20	dramatic 53:14	65:25 76:13	ear 83:20
domestic 29:12	drawn 97:16	76:25	earlier 37:22
Donald 36:1	dream 31:6	Dury 36:17	64:13 84:10
36:1	drink 89:24	36:17	90:10
done 5:19	89:25	dust 9:18	early 6:11
6:11	drinkable 63:1	9:18	36:4 37:19
34:25	drinking 53:5	15:11 17:10	earn 22:18
44:2 44:4	68:12 68:23	17:13 17:16	earth 30:21
62:18 71:12	77:24	17:18 32:16	earth's 65:24
71:13 82:24	85:1	32:17 33:17	east 68:13
91:17 94:9	93:14 93:24	33:18	69:1 85:7
donors 46:22	drip 58:2	34:1 34:4	eastern 42:19
door 68:7	drive 20:11	35:1	43:7
68:13	23:19 24:19	36:22 37:24	47:25 94:16
double 6:11	96:15	38:10 39:16	95:1 97:14
50:21	driver 16:18	40:12 43:20	easy 88:3
doubled 48:11	drives 11:10	43:25	eat 99:6 99:9
doubling 3:14	droughts 48:25	44:4 46:7	eating 86:23
57:9	drove 18:11	50:21 52:24	Ecology 13:18
doubly 91:25	18:11	53:10	Ecology's 26:3
Doug 84:18	drudging 19:12	56:4	economic 7:10
84:18	dry 31:25	58:22	9:24
downtown 20:24	due 39:15	59:4	28:13 31:14
40:8 57:6	44:15 48:20	63:18 63:19	31:21 41:19
57:6		63:24	63:11
57:10 57:23		78:7 79:3	65:4 69:4
67:12 67:15		79:10 79:18	Economics
		88:22 89:17	
		92:16 92:16	
		92:20	
		93:7 93:8	
		dusts 79:12	
		92:21 92:25	

74:12	10:13	either	emotion
economists	28:4 32:2	34:17 42:18	6:23 10:5
74:18	efficiently	53:10 76:13	33:11 33:20
economy	28:8 32:9	Ekins 27:3	emotions 33:9
2:12 12:4	effort 12:7	27:4	emphasis 95:5
14:13 14:18	14:11	Eklof 65:12	emphasize
20:5	EGT 19:5	65:13	73:17
20:13	eight 23:2	E-K-L-O-F	emphysema
21:1	40:23 57:14	65:13	79:20
24:12 27:13	88:12	elderly 38:13	employ 7:11
30:16	eighties	electricity	employed 23:2
31:4	19:21 37:17	51:5	employees
31:10 32:15	EIS 2:15 2:20	54:11 54:18	61:2
35:7	2:23 3:16	Elementary	empty 47:18
52:18 59:12	4:17 5:1	60:24	58:12 58:19
61:21 66:7	8:6 8:15	elevated	58:23 93:6
ecosystem	8:21	75:24	endless 28:12
56:21	11:16	eliminate	enemies 29:12
ecosystems	12:1	23:11	energy 4:11
56:9	18:15 18:19	Ellen 83:14	21:6 22:1
ed 13:1 87:19	26:9	83:14	30:19 46:22
87:19	27:15 27:22	Ellenbecker	60:1
edge 68:18	28:17 41:11	93:9 93:10	74:12 81:24
88:1	42:12 42:25	Ellis 92:3	enforcement
effect 15:8	45:19	92:3	13:2 39:1
59:20 76:22	46:1 47:6	else 34:5	engaged 46:19
86:4 98:10	48:3	37:10 77:16	Engelfried
effective	49:10 50:15	84:14	82:8 82:8
32:2	59:17	emergency 6:1	engine 65:20
effects 45:22	63:6 63:7	35:18 48:16	engineer
46:7 46:9	63:15	60:2 60:7	16:24
46:11 50:16	71:6 84:6	69:16	17:3
54:11 63:16	86:13 88:13	72:6 77:8	20:23
63:25 72:14	88:20 88:23	79:21 85:10	22:7 23:1
77:20	89:3 89:8	emissions	24:11 33:22
78:7 95:3	89:20	17:24 46:10	engineers
efficiency	90:2 91:1	65:16 65:17	21:3
8:3	91:25	86:4 87:2	
efficient	93:2 100:17		
	EIS's 45:9		

25:19	90:9	equal 41:23	9:25
27:7 30:9	90:14 93:13	equate 63:20	10:24 51:20
30:11 35:18	93:14	equates 29:1	62:7
66:15 70:10	environmental	equipment	62:14 90:23
engines	2:14 6:7	47:2	event 56:18
5:23 66:10	7:13 11:3	erase 82:25	56:22 56:24
enjoy 6:21	11:15 19:12	especially	56:25
99:7	25:1	64:20	events 49:1
ensues 53:15	25:24	66:9	eventual
ensure 51:12	26:2	82:17	54:17 70:18
ensures 26:20	27:10	92:4 98:5	75:18
ensuring 3:23	29:4	essentially	eventually
enter 53:9	31:20	42:18	83:3
enters	41:5 45:2	establish 8:7	everybody 5:5
47:11 54:23	49:12 51:24	established	18:7
75:6	53:6 54:4	10:2	37:10 44:21
entire	56:13	25:23 25:25	90:2
37:17	57:3	26:13	everyone
48:8	57:19	estimate 8:13	12:12
48:13 54:21	59:8	estimates	40:3 48:7
60:13	64:16 64:20	74:2	53:17 98:15
63:6	65:2 65:4	et 91:21	98:16
70:21	67:19 67:23	Eureka 62:21	everything
75:4 98:10	67:25	Europe 73:7	6:11
entirely 4:3	68:1 68:5	Eva 99:15	15:25 22:20
entitled	70:17 71:10	99:15	32:5
80:10	72:12	evacuate 70:8	63:18 71:13
environment	74:7 78:2	evaluate	78:3 78:6
5:21 6:18	81:14 83:11	26:25	85:19
9:16 10:4	90:17 90:20	28:8	evidence
11:25	90:21	56:11 56:18	44:18 65:14
12:5	environmental	evaluating	65:18
21:25	ists 42:1	26:4	exacerbate
37:2 37:5	44:11	evaluation	58:10
37:7	envisions	45:19 46:2	exacerbated
41:22 45:20	9:20 9:21	evening	48:23
74:10	EPA 44:3		exactly 60:13
75:1 75:23	50:24 58:11		88:13 88:19
	65:13 65:18		88:22
	66:16 74:2		
	epidemic 50:1		

example	23:22 23:22	78:23 82:11	2:24 19:2
8:25 21:2	50:19 86:16	88:21	19:4 52:5
41:24	experience	exposed 68:19	55:16 55:24
64:7 74:18	4:14 48:5	79:10 91:19	55:25 56:16
excavate 93:5	94:7 95:7	91:25	facility
excellent	97:4 100:8	exposing 58:5	13:15
41:24	experienced	exposure	16:5 16:6
except 93:11	4:16	65:15 68:11	16:14 16:17
excessively	experiences	79:18	16:19
27:10	65:22	91:5 91:7	19:5 19:8
excited 12:10	experiencing	extend 86:14	19:9
excluded 48:5	28:24	extensive	19:15
excreted 81:2	explain 81:6	44:8	22:3
excuse 20:20	exploitative	extent 14:4	28:15 28:18
executive	74:8	56:12	31:11 31:14
51:21 62:20	export 2:24	extermination	facing 64:7
exercised 9:4	4:12	98:7	fact 5:21
exhaust 49:23	12:18 17:23	extinction	11:23 17:11
58:1 58:6	28:15 30:13	98:9	32:25
65:20	34:18 40:18	extra 11:18	33:6
79:3 88:22	45:7	15:4	33:11 33:20
exist 35:3	49:20 50:10	extraction	38:1 40:7
50:25 51:15	52:5 54:6	73:16	41:8
55:6 75:15	54:8	extreme 49:1	42:17 43:19
existing	55:16 55:21	extremely	44:12 57:12
26:17	59:25 73:13	11:20 64:12	59:24 59:25
exists 49:18	73:20 73:22	72:12 76:24	68:2 68:7
expanded	88:8	eye 78:21	86:6
64:19 65:11	exported	fact-base	fact-based
expect	12:16 45:11	10:21	10:7
25:23 88:24	49:12	factor 92:8	factors 92:17
expectancy	exporting	92:19	facts 11:1
91:14	12:18 34:19	fact 16:17	14:7
expecting	74:13	face 11:18	17:13 17:13
36:14	exports	33:11	22:20 33:8
expensive	11:7	39:4 99:24	
	12:19 12:19	faced 39:17	
	40:16 43:13	faces 76:6	
	56:16 57:21	facilities	

34:24 34:24	fantastic	fewer 65:8	50:18 57:17
35:21	22:14	fiber 7:18	59:11 60:19
39:4	farmers	fiction 9:4	64:25 78:23
39:18	19:7 32:1	fields 23:25	80:12
41:7	farming 43:6	fifth 19:19	84:6
87:11 97:12	farms 3:23	85:17	97:18
Fahrenheit	43:2	fight 18:1	99:2 99:17
87:7 87:9	farther 60:6	fighting	fish 46:3
fail 85:6	faster 20:4	29:12	55:6
Fairchild	fatalities	figure	73:24 75:15
40:9	46:3	95:25 97:12	86:24 89:15
fairly 28:8	fatality 46:2	film 43:25	99:19
fall 76:19	father 33:15	financial	fishable 63:2
96:21	fatigued	83:21	fishing 89:16
fallen 61:10	76:24	finding 87:6	89:19
Falls 46:21	fault 85:19	finds 75:24	fit 10:22
47:8	favor 9:7	80:25	22:10
false 12:1	16:6	Fine 18:2	five 2:24
families 8:20	16:12 16:13	finer 80:25	52:13 61:25
13:25	36:9	finish 43:8	62:3
14:2	Fe 80:11	finishing	62:18 63:20
15:20 39:11	fear 58:5	74:24	77:14 91:12
71:17 80:18	81:21	fire 31:17	94:19 95:9
98:8 99:9	federal	33:2 39:1	flake 14:4
family 3:21	32:6	70:8 77:7	flaking 14:6
3:23	36:11	79:23 85:12	flood 48:25
12:14 19:20	45:6 51:7	fired 40:8	flow 88:15
22:15 37:10	feed 30:13	54:15	flying
61:1 64:4	feel 56:25	firefighter	14:21 17:10
71:20 81:19	feelings	30:3 70:5	focus 18:19
89:25 90:13	98:19	fires 66:3	48:8 49:14
90:15 93:13	feet 19:11	70:11 70:13	folks 24:8
95:20	68:18	first 23:13	69:3
family's	fellow 15:7	25:17 37:15	food 17:7
30:14	81:17	45:12 46:23	38:1 76:17
family-wage	felt 80:2	48:4	force 40:9
26:24 27:12			40:10
28:11 31:2			42:8 74:9

forced	46:9	62:17	25:21 25:25
54:25	frequent	66:5 66:12	26:4
58:1 70:7	48:17	fun 62:1	26:23 26:25
75:8	frequently	function 8:6	28:7 29:8
forcing 86:16	58:1	fundamental	31:1
forests 87:16	freshman	8:4	31:21 31:24
forget 36:11	12:24	funding 50:8	36:16 45:15
Forks 99:19	Friday 62:16	funnel 52:8	49:11
form 56:3	friend 58:18	69:12	52:6
93:25	friends 42:13	furniture	55:16 59:5
former 38:22	43:6 67:5	58:24	geared 78:11
forth 71:3	71:21 71:24	fus 4:10	general 13:18
forward 39:20	89:15 89:25	future 8:7	61:13
43:6	97:7 99:8	21:21 30:10	generate
fossil 98:4	frivolous	43:6	54:11
Foster 16:3	26:19	44:23 60:12	generation
16:3	front-page	61:11 73:11	18:3 19:20
fought 30:8	97:18	<hr/>	generations
founding 40:3	frustrating	G	6:21
fourth	25:4	Gabe 33:21	44:24 73:12
60:24 85:16	fuel 10:13	33:21	gentleman
four-	82:20 97:21	gain 61:12	24:21 37:22
wheeler	fueling 57:24	77:11 77:11	38:2
96:15	fuels 98:4	98:24	gentlemen
fracable	fugitive	gained 37:6	17:5
55:18	92:16	gaining 64:22	geographical
frame 41:21	full 54:3	gains 94:3	41:12
Franklin 67:9	68:11	garden	geography
frankly 7:17	78:2	22:11 42:15	57:21 74:4
free 39:6	78:13	gases 28:2	geologic 57:7
39:11 39:19	100:17	gas-fired 9:1	geology
94:4 94:5	full-time	gate 60:7	92:5 93:3
freight 8:1	76:5	60:11	George 23:8
21:4	fully 72:15	gates 88:5	23:8
frequency	fume 62:10	88:12	getting
	fumes 48:20	Gateway 2:1	4:10
	61:3 62:9		15:14 25:2

29:25 36:22 37:11 40:17 girl 12:25 girls 12:24 given 54:7 giving 67:18 glad 7:5 20:16 gleaned 32:25 global 17:25 18:1 73:2 86:1 86:3 86:5 86:8 87:3 87:14 97:22 100:19 goal 75:22 97:23 gold 98:24 gone 44:23 gonna 11:17 25:6 29:19 29:19 29:20 40:19 44:23 44:24 85:13 goods 7:19 8:3 8:9 32:2 43:4 43:5 43:11 Gorge 46:6 46:12 gosh 62:8 62:18 gotta 29:23 governed	26:13 government 13:9 29:20 36:11 36:12 37:11 45:6 54:25 74:6 75:8 82:24 governmental 79:6 governments 32:6 governor 13:16 13:17 13:19 Grace 41:25 42:4 grade 9:14 grader 60:24 graduate 97:14 graduated 97:15 grain 16:16 17:21 18:25 19:8 22:22 23:25 27:20 43:2 43:6 60:15 grains 31:25 Grain's 19:1 Grand 75:19 99:19 grandchildren 6:20 19:21	20:6 97:9 98:9 granddaughter 77:1 grandfather 33:13 33:13 33:14 33:14 grandkids 37:8 grandparents 37:15 grandson 5:17 6:2 6:5 grandsons 97:10 graph 96:3 grassroots 3:20 grave 54:19 gravely 66:6 grazing 96:2 great 13:15 22:14 23:20 24:12 33:13 33:14 43:10 46:20 47:8 47:20 60:18 69:20 82:23 95:4 97:9 greater 7:9 61:15 green 57:14 95:25 96:4 96:8 96:10 96:23 greenhouse	28:2 greet 6:15 Gregoire 13:16 13:17 grew 40:6 90:7 gross 15:4 ground 10:14 34:7 37:23 41:16 79:13 83:10 89:12 group 7:10 34:6 49:19 51:5 82:9 98:6 groups 33:24 grove 20:6 95:25 96:9 96:10 groves 96:4 96:24 grow 19:7 97:4 grown 19:20 93:10 99:4 guarantee 36:6 guarantees 100:15 guess 5:5 20:1 35:22 91:22 guide 64:16 Gulick
--	--	---	---

87:19 87:19	61:24	84:22 87:21	hear 20:19
guys 7:6	62:3	90:24 93:20	42:11 76:11
17:12 20:23	67:10 68:6	Hayes 34:8	94:21
21:3 21:8	happens 48:18	34:8	heard 8:14
22:12 24:11	57:23	hazard 65:14	15:2
35:12 35:24	95:8 97:3	hazardous	17:23 32:20
59:2	happy 7:6	61:4	32:21 36:22
<hr/>	hard 43:4	hazards 97:13	38:16 63:18
H	60:21 85:11	HAZMAT 33:3	64:2
habitat 69:20	100:12	head 13:17	79:16 79:16
Hadley 7:8	100:12	heading 45:14	83:16 88:7
7:8	hardly 96:9	heads 35:20	hearing 2:2
hair 30:1	harm 11:25	54:23 75:6	2:8 3:7
30:2 99:22	54:19 96:19	headwind 17:9	3:11 12:2
half 10:11	harmful 54:11	health 2:12	13:11 13:13
14:11 14:11	Harmon	14:20 20:12	35:4 80:8
15:21	24:10 24:10	23:5	83:23 83:23
35:1	Harold	37:15	90:24 94:17
63:22 63:22	47:23 47:23	38:1	99:21
70:6	Hart 20:22	41:18	hearings 2:15
hamstringing	20:22	44:4	46:16 57:20
27:24	hauled 21:22	45:20 48:19	heart 79:20
hand 9:13	hauler 23:19	49:21 50:14	91:6 91:9
58:25 84:16	hauling	52:17 54:12	heat 37:17
handle	4:11 21:4	56:21 59:14	38:3
18:23	68:15 71:7	59:23 60:19	heated 38:9
19:9	hauls 20:24	63:25 65:18	40:7 40:7
24:18 24:20	Hauser 21:2	65:20	heavily 31:10
24:22 48:14	21:2	66:6	53:3 88:2
handling	haven't 22:15	67:25 73:25	heavy 3:5
18:24	37:6 71:4	78:18 78:21	42:16 66:11
Hanson 87:1	having 2:8	79:5 80:1	67:13 79:11
happen 13:3	34:2	80:10	81:4
22:10	43:19 57:19	83:8	he'd 38:6
34:1	76:22	86:22 90:18	hello 6:13
84:23	77:2 77:2	93:22	6:15
87:7 100:10	82:19 84:8	94:6 98:21	12:12 14:23
100:13		healthy 90:14	30:2 36:1
happened		96:8	37:13 60:23

77:11 98:14	highly 55:18	58:16 75:23	hugely 24:17
help 19:25	high-tech	homestead	hugs 52:21
20:20	18:4	30:14	human 41:18
28:5 31:5	highway 20:11	honest 33:25	52:17 54:11
32:1	Hinkle	hope 6:9	63:25
37:10	33:21 33:21	62:23 66:23	75:2 98:10
51:1	hire 23:18	71:13 81:16	humans 9:19
63:15	24:7	81:22	65:14 65:21
81:5	hired 17:5	horn 94:20	hundred 95:21
81:22 97:16	99:17 100:2	horrible 7:1	97:3
helped	100:5	hose 22:11	hundreds
19:25 54:14	Hiring 29:3	42:15	10:14
helping 20:17	history 7:16	hospital	18:6 88:18
85:17 91:22	hit 47:20	6:6 80:5	Hunt 67:18
Hennessey	Hoem 47:23	81:19	67:20
11:6 11:6	47:23 50:13	hospitalizati	hunting 89:12
Hennings	50:13	on 91:6	hurt 27:11
66:22 66:22	Hokonson	hospitals	husband
herds 77:23	5:4 5:4	86:17	100:11
Here's 41:8	hold 46:15	host 69:1	hydrological
68:2 68:7	holes 58:23	Hottenstein	96:23
heritage 12:8	Holt 62:20	14:23 14:24	hyperboles
he's 72:10	62:20	hour 17:8	9:23
72:11	Holton	17:16	<hr/>
hey 20:18	25:17 25:17	hours 21:22	I
Hi 8:16	home 19:24	88:6 88:12	<hr/>
22:6 34:8	31:7	house 5:15	I-90 68:16
76:3 78:15	43:24	40:13	Ian 13:21
high 13:1	62:5	58:4 76:5	13:21
28:24 34:20	62:11	76:6	I'd 12:21
48:20 56:23	72:9	76:15 76:16	13:19
72:21	79:23 99:22	85:12	27:1
higher 39:9	homeland 30:7	houses	36:20 38:10
86:4 89:22	54:20	36:24 36:25	38:23 42:13
highest 34:11	homelands	hub 7:15 7:23	63:6
highlight	45:22	huge 31:16	63:24 67:24
73:17	homes 40:7	58:22 87:16	80:8 97:5
			Idaho 23:25
			41:10 42:19

49:13 51:23	10:24 10:24	62:14 62:20	3:14 7:13
51:25 52:21	10:25	62:24	19:12
54:23	11:7 11:9	64:4	20:9
55:3	12:13 13:21	64:11 65:12	20:11
55:10	14:24 14:25	66:14 66:24	25:1 25:1
64:4 67:5	16:3 16:6	67:2	26:5 29:4
68:25	16:6	67:16 68:24	30:12 31:14
75:6	16:12 16:13	69:3 70:3	31:20
75:11 83:12	16:13 16:20	70:5	33:4 33:5
84:24 92:18	16:25	70:16 70:20	41:5
92:23	17:1 17:2	71:15 74:21	41:15 41:17
idea 42:12	18:8	74:24	41:18 52:25
44:19	18:18 19:18	76:4 76:5	56:13
idle 49:23	19:19 19:23	76:12 76:21	57:4
idling	20:1	76:24 76:24	57:19
50:23 82:21	20:16 20:22	77:1 77:8	59:8 60:7
ignore 86:6	20:23	77:8	60:12 61:13
III 98:15	22:7 22:7	77:11	64:16 64:20
I'll 33:12	22:8	78:1	65:2
33:12	22:18 22:25	78:13 78:16	65:10
34:3 60:5	23:1 23:3	78:16 78:17	67:4
96:16	24:23 25:17	80:4	67:20 67:23
ill-effects	27:4 29:9	81:11 81:14	68:5
37:25	29:10	81:19 81:19	70:17 71:11
Illinois 15:9	30:2 30:3	82:8	72:1 74:4
illnesses	30:23 30:25	82:12	77:2 77:4
50:2	32:12 32:16	84:3	78:2 83:7
ILWU 16:7	32:19 32:20	85:22 87:20	86:8
im 40:18	33:12 33:21	89:5 89:7	90:21 90:21
I'm 2:6	33:22 33:23	90:11 90:25	95:5 95:6
3:12 3:19	35:5	91:1 91:3	100:18
3:24 5:4	35:23	91:18 95:18	impacted
5:9 5:11	36:9 37:8	95:23	3:2 50:3
5:13 6:11	41:2 42:7	97:7 97:8	53:16 55:22
6:15 6:19	45:2	98:2 99:21	59:4
7:4 7:5 7:5	46:20 47:25	imagine 35:13	64:10 88:2
7:6 7:8	51:21 52:18	immediate	impacts
7:12 10:1	53:20 55:10	54:5 97:13	2:21 2:25
10:4 10:4	57:16 57:17	immediate-	4:2 4:14
	57:22	term 43:12	4:18 4:21
	58:1 59:4	impact 2:11	4:23 4:25
	60:24 61:16	2:23 3:10	9:24
	61:17 61:18		

30:15 33:10	53:4 98:21	including	92:19 92:19
43:2	importing	31:9	increases
45:19	73:23	45:14	2:17 56:8
48:1 48:6	imports 40:17	52:6	56:10
48:13 48:19	impose 57:1	52:14 52:17	91:5
49:12 49:15	impossibility	61:2 98:10	92:12 92:20
49:22	42:14	income	increasing
50:5 52:9	impossible	23:20 40:22	3:10
52:16 52:19	42:22	40:23	44:13 93:4
56:20	improve	inconvenience	increasingly
57:1	29:3	s 4:22	27:18
59:17 59:18	75:17 82:25	incorporated	incredible
59:23	improvements	7:9 40:2	93:14 100:7
68:1	26:16	increase 4:23	independent
68:22 69:15	improving	9:12 29:3	24:7
70:10 73:19	75:22	50:2	independently
74:8	inaction	53:14 55:23	15:25
77:10 83:11	71:21	56:1 58:9	India 85:16
85:24 86:14	inadequate	67:14 70:23	Indian 54:2
87:18	72:20	77:3	Indians 53:20
impending	incentives	78:24	53:24 54:8
56:10	49:6	86:3 86:5	indicate
imperative	inch 70:18	87:11 89:22	87:11
46:1	incident	92:8	indicating
53:13 74:25	61:24	92:14 92:21	13:24 76:8
implications	incidents	92:25 93:22	individual
48:21	48:12	97:24	99:2
import 20:4	include	increased	individuals
importance	2:20 4:18	4:15 4:19	24:6 41:3
84:15	45:19 49:11	9:14	66:19 71:18
important	49:13 50:21	41:18	71:22 93:19
9:17 20:8	80:8 90:20	46:5	93:23
20:18 21:18	included 2:14	48:14	industries
33:7	4:25 47:6	50:6	10:1
34:16	69:9 84:8	52:16 52:19	10:20 66:19
39:7 47:7	includes 46:1	60:7	industry 10:6
48:7 60:3	51:6	71:23	10:10 10:11
64:17 81:8		72:2 72:4	10:22
importantly		75:21 79:19	
49:22		85:1 88:2	
		91:8	

11:2	78:25	12:17	involvement
12:15 27:25	input 10:23	14:1 25:9	13:3
34:10 34:11	23:10	27:14	irreversibly
43:8	insane 98:12	29:6	52:25
46:25 64:11	insanity	31:11	irritable
66:7	36:15 40:25	51:9 73:6	76:25
93:25 94:1	inside 74:3	97:23	isn't 6:5
inevitable	inspect 17:16	international	isolated
56:25	instance	ly 8:5	46:24
inexpensive	41:14	Internet 79:2	issue 5:9 6:7
24:4	Institute	interrupted	21:1
infinite 44:3	62:21 65:19	95:12	32:22
influence	insult 83:2	intersections	35:2 37:7
34:22 84:14	insulted	76:12	37:15
information	57:18	interstate	39:2 39:3
3:13 54:7	intact 4:5	7:17	39:17 39:20
60:11	integrity	26:13 26:16	41:21 46:23
79:4 79:6	57:2 84:13	27:9	46:25 64:12
informed 5:11	intelligence	invented	84:16 85:23
46:19 53:12	37:6	35:24	85:24
infrastructur	intendments	inversion 6:8	issued 86:22
e 8:23	84:22	82:15	issues 5:11
26:18 67:15	inter 41:11	inversions	25:10 32:19
71:1 71:2	intercity	65:22	32:20
71:5	38:2	invert 6:8	33:3 33:8
infused 77:22	interest	inverted	37:14 39:14
inhalation	25:21	66:12	42:2 47:4
65:15	interested	investigate	73:17 82:16
inherent	64:12	58:21	84:7 84:9
13:13	interesting	investment	86:8 89:8
injury 83:2	80:14 80:22	27:16	89:8 90:16
Inland 7:23	intermodal	investments	It'd 22:14
8:20 31:9	7:22 43:9	28:10	items 38:19
48:6	internal 80:7	involve 63:6	it'll 15:2
50:20	international	involved 2:25	42:18
67:4 87:4	7:25	3:24 5:9	I've 5:14
87:12 87:16		21:11	5:19 15:2
Inlander			15:11 16:20
			16:24

17:7	77:23	33:23 34:12	July 3:5 67:9
17:12 29:11	82:7 100:3	34:16	68:2
32:10 32:20	jobs 5:20 6:3	35:7 35:9	June 2:9
32:21	7:24	36:16	39:25
33:9 34:5	10:11	37:1 37:9	Justin 93:9
35:10 37:18	11:7	38:20	93:9
45:3 61:6	11:10 11:12	39:7 39:7	
63:18	12:3	39:8	<hr/>
64:2	12:18 13:19	39:10 39:19	K
66:24 67:20	15:18 15:22	39:24 39:24	Kaden 70:3
67:22 70:21	15:24	39:24 39:24	70:3
77:17 77:21	16:7 17:1	40:24 41:22	Kaeding
79:16	18:3 18:4	41:22	8:16 8:16
80:6	18:5 18:6	42:1 42:4	Kelsey 55:8
81:20 83:16	18:6	42:5 42:5	55:8
83:16 84:21	19:18	43:12 44:20	Ken 64:3 64:3
90:2	20:5	44:21 44:23	KEVIN 16:3
90:13 93:10	20:18 20:25	60:4 61:8	key 27:21
	21:10 21:14	61:9	36:6 51:9
<hr/>	21:16	61:19 64:12	kidding 42:23
J	22:8	65:7 65:8	kids 17:3
James 87:1	22:13 22:15	65:9	22:15 37:8
Jan 50:13	22:18 23:11	72:17 81:20	kill 14:12
50:13	23:12 23:14	81:23 81:23	14:12 29:21
January	24:4	85:6 85:9	29:21
34:2 63:10	24:11 24:14	Joe 24:23	killed
Japan 13:8	24:22 25:15	24:23	54:24
85:17	26:24	John 59:10	67:8 75:7
Japanese 13:8	27:9	80:4 80:4	kinda 21:1
13:9	27:12 28:11	joined 69:7	kinds 91:23
jars 76:17	28:25	joke 33:25	Knezovich
Jeff 38:22	29:2 29:2	Joliet	32:18 32:18
38:22 77:11	29:7	77:13 77:20	38:25
77:11	29:14 29:15	JON 59:10	Knight
jeopardized	29:15 29:18	joy 98:16	83:14 83:14
83:25	29:20 29:24	judged 98:12	knowingly
Jim 9:25 9:25	30:25	judgment 8:11	66:20
job 13:25	31:5 31:8	Julie 78:15	known 46:12
14:25 16:22	31:8	78:15	
26:22 40:15	31:13 31:15		
77:17 77:17	31:15 31:16		
	32:3		
	32:12 32:13		

56:4 82:1	Lame 70:4	69:22	59:2 76:10
Kootenai 7:12	land 6:18	87:5	Leavenworth
Korean 22:2	30:3	91:17 97:10	12:13
Krafft	30:10 48:21	97:21	leaves 85:8
43:15 43:15	54:25	Latah 60:17	leaving 9:21
Kramer	55:7 70:13	late 17:2	Lefcheck
13:21 13:21	landing 17:16	laugh 6:5	22:24 22:24
Krislock	landowner	14:8	legal 73:18
99:15 99:15	6:17	Laura 90:23	legislation
Kristina 45:1	lands 4:4	90:23	51:7
45:1	6:22	Lauri 11:6	legislative
<hr/>	45:13	11:6	2:19
L	46:8	law 9:16 13:2	25:18 25:22
<hr/>	54:21	26:14	26:10
labor 5:20	75:1 75:4	39:1 41:11	27:5 27:5
8:14 8:17	75:16	lawsuits	30:24
8:18 9:16	language 30:2	66:18	lentils 24:2
72:17	large 14:6	layer 82:15	Lesica 96:17
laborers	24:21 27:10	lead 75:21	Lesley
81:17	28:9	79:10 91:19	72:19 72:19
lacquer 33:17	64:10	leaders	73:4
lake 24:1	87:5	33:2 75:3	less 20:3
41:3	94:11 98:25	leadership	28:4 84:17
51:21 51:23	largely 98:4	49:7	lesser 93:6
52:22	larger	leading	let's 19:14
53:1 53:1	48:21 97:16	3:18 3:18	19:15 20:12
53:9	Larson 64:3	9:21	20:20 30:19
53:16	64:3	54:25 75:8	33:19 93:18
55:9	Lash 41:2	League 5:10	letters 11:18
55:12	41:2	learn 13:12	letting 5:1
56:9	last 21:21	22:16	level 91:10
56:14 56:19	24:13 25:14	learned 49:21	levels
62:24 63:12	34:25 35:24	37:5 40:6	32:24 32:25
63:17 63:21	36:20	47:17	58:14
69:18 69:24	37:5 40:6	53:2	71:8
73:8	47:17	60:19 63:14	75:24 91:13
lakes 63:1	53:2	67:9 68:2	91:23
86:21	least 17:22	leave 58:3	
lamb 30:18	23:23		

Lewis 13:1 60:23 60:23	54:22 54:23 57:14 75:5 75:6	46:20 47:7 47:23 49:16 57:5 57:23 58:16 60:24 61:22 61:22 66:23 72:11 72:11 76:4 77:5 77:13 82:15 83:14 84:18 84:20 86:11 87:24 90:12 92:9 94:14 94:15 94:23 99:15	16:25 22:25 22:25 27:6 28:22 32:3 32:6 35:6 36:2 48:10 52:18 60:14 66:7 72:5 79:1 82:24 85:25 86:2 97:13
Libby 41:25	lines 4:6 20:3 22:23 52:9 69:12 99:19		
lid 65:23			
lie 43:13 86:17			
lies 86:19			
life 19:13 23:4 23:6 33:16 59:7 61:6 65:6 72:8 79:22 83:9 88:15 89:19 90:18 91:14 93:11 98:10 99:9 100:13	linger 66:5 lingered 66:3 Link 59:3 linked 79:18 91:9 91:10 lip 76:18 liquid 39:15 list 44:3 listen 35:21 listening 24:25 literally 70:18 99:18 litigation 3:1 26:19 little 12:25 13:8 13:9 37:20 38:4 66:25 76:7 76:18 live 3:18 3:25 4:5 6:24 16:4 16:19 16:23 34:9 36:17 40:4 40:5	lived 13:8 33:15 37:15 37:17 55:2 62:4 75:10 90:12 95:21 livelihoods 4:3 43:11 lives 3:24 37:17 91:12 living 4:16 12:14 19:24 22:18 34:12 59:23 61:19 72:1 72:3 load 85:1 loaded 85:7 85:8 85:8 loads 66:11 lobbying 51:5 local 2:21 13:2 13:22 16:7	locally 67:21 67:24 71:8 locals 53:3 located 27:6 51:22 52:3 52:4 55:12 69:10 82:22 location 18:9 54:18 locomotive 14:17 16:24 17:2 20:23 25:19 27:7 33:22 57:24 57:24 log 23:19 logistics 93:1 long 5:9 16:19 29:10 44:14 54:10 65:16 66:24 94:20 94:21 94:22 94:22 longer 58:3
lifelong 97:7			
lifestyle 89:24 90:1			
light 71:19			
lights 47:10			
likelihood 46:8 56:18			
likely 34:17 98:9			
limit 2:23 8:9 74:14 86:23			
limited 28:17 28:19 45:23 46:2 67:3 97:23			
Lincoln 72:25			
line 24:25 26:7 26:12 26:18			

58:17 58:18 60:15 96:2 longshoremens 16:7 long-term 6:17 43:11 91:5 long-time 3:19 Longview 19:3 19:5 lose 44:9 losers 71:23 losing 31:15 60:4 loss 63:12 65:5 72:9 90:18 losses 94:3 lost 5:14 25:2 lot 5:11 5:16 5:19 10:3 22:9 24:3 24:14 35:11 36:7 41:6 41:21 64:18 69:13 76:19 79:4 85:13 89:12 91:24 95:2 95:2 95:7 lots 18:21 20:2 loud 76:11 76:14 love 16:1	35:12 59:11 59:13 69:2 69:3 98:16 99:24 loved 58:6 99:25 low 34:21 Lowell 57:16 57:16 lower 28:2 low-income 48:18 loyal 83:18 ludicrous 94:4 lung 36:23 44:3 79:18 80:23 81:1 81:13 91:6 lungs 61:7 79:12 <hr/> <p style="text-align:center">M</p> <hr/> mad 20:18 Madeleine 23:4 magazine 79:1 magically 4:12 main 16:18 26:7 26:12 26:18 67:6 86:25 95:12 maintenance 57:25 58:13 major 8:22	47:24 48:15 69:11 81:25 82:1 82:4 91:8 majority 93:11 97:24 manmade 82:4 manner 72:7 manufactured 7:19 map 95:17 Marian 66:22 66:22 Marie 61:16 61:16 Marilyn 85:21 85:22 market 27:19 39:11 39:19 60:15 94:4 94:5 markets 7:20 8:3 39:6 Marv 87:22 mass 98:11 masses 99:2 massive 4:1 60:16 90:8 materials 79:5 math 88:10 Matt 12:11 12:11 12:13 matter 33:8 35:19 38:1	43:23 44:13 57:12 57:21 80:24 98:17 Matthew 22:24 22:24 maximum 74:4 may 2:16 9:22 18:24 34:20 46:7 69:4 69:9 74:16 maybe 35:8 90:11 96:12 98:19 mccoy 12:11 McCoy 12:11 12:13 12:25 mcgrath 23:8 McGrath 23:8 McNally 62:22 mean 14:3 14:5 14:19 35:16 96:11 96:13 meaning 47:19 65:22 means 31:1 66:11 81:21 88:5 89:3 91:14 measure 52:19 64:1 measures 50:7 50:9 meat 43:8 Meckel 39:22 39:22 medical 6:4
--	---	--	--

14:10 23:5 50:3 80:19 medically 50:8 medicine 80:7 meeting 18:14 69:2 member 3:19 5:10 6:14 33:22 53:20 68:25 70:4 72:16 72:16 74:21 77:12 members 3:25 4:3 4:5 7:11 25:20 46:3 46:17 55:4 55:5 70:7 75:13 75:14 membership 46:22 men 21:8 mention 57:13 91:16 mentioned 57:22 95:8 merchants 95:13 mercury 73:20 74:2 75:24 79:11 86:21 86:22 mere 73:17	merits 9:8 10:19 26:25 Mesa 68:3 mess 44:24 met 100:11 metals 79:12 81:5 91:20 methods 23:24 metric 55:18 Mexico 27:23 middle 57:25 midway 47:24 mile 63:20 miles 5:2 5:15 16:4 17:8 17:15 18:11 30:5 52:21 56:14 63:12 63:14 66:3 69:25 72:1 83:22 84:8 military 29:11 million 7:25 15:15 22:2 42:18 63:11 millions 4:6 88:8 88:18 Millwood 59:21	Milwaukee 20:2 mindful 25:22 mind's 35:22 mine 21:8 21:9 42:4 43:17 47:5 63:4 68:8 68:8 78:4 mined 55:14 83:24 minerals 7:20 miners 33:15 mines 4:1 4:20 4:25 6:25 24:15 30:12 30:13 47:1 47:2 47:25 48:8 70:18 78:11 79:13 minimal 21:24 mining 4:2 18:15 21:9 34:9 34:11 34:14 41:16 42:23 89:23 97:13 minutes 62:19 72:8 84:21 misinformatio n 33:24 miss 24:17 mission 51:5 62:25	Missoula 47:24 49:10 49:24 50:13 57:17 57:22 82:10 82:14 83:5 83:8 83:15 99:19 Missoula's 58:11 Missouri 47:11 misstatement 24:17 misunderstand ing 64:19 Mitchell 71:15 71:15 mitigate 50:16 56:11 66:17 mitigated 2:25 9:15 mitigation 9:11 9:14 50:7 50:9 50:21 56:19 Mize 19:17 19:17 mode 10:13 model 53:12 moderate 91:6 modern 19:4 47:2 mom 80:1 monetary 98:24 money 15:14
--	--	---	---

15:17 15:18	88:14 88:19	82:20	nation 7:7
22:19	88:23	MRL 21:11	45:3 45:5
35:9	89:6 90:2	multiple	45:14 46:15
36:10 98:24	90:25 92:18	9:1 19:2	51:17 77:12
99:10 100:9	92:23 95:19	66:10 81:13	national
money's 35:11	96:5	93:16 93:19	18:15
monoxide 51:3	Montanans 4:9	multi-purpose	26:1 49:5
97:25	4:14	16:14	64:8
Montana	41:14	murder 98:11	65:19 74:7
3:19 3:22	42:3 88:25	murderous	nations
4:20 5:3	month 91:18	74:17	18:1 51:6
6:15 6:17	months 58:5	myeloma 81:13	native 7:2
6:25	66:6 91:12	myocardial	natural
18:11 21:11	monumental	91:11	24:9
23:25	21:23 84:15	myself 7:4	34:16 54:19
30:6 41:3	moot 39:14	23:6 41:4	naturally
41:8	moral 49:7	58:5 64:4	58:4
41:10 41:19	morning 5:7	79:1 80:2	nature 90:9
41:25	36:4	81:22 83:19	90:14
42:9	42:10		Navajo 53:21
42:19	62:8		nearly
43:7	62:16 76:23		10:11 12:18
46:21	97:17		18:11
47:5	Morrow 54:4	NAFTA 29:13	necessary
47:20 47:20	mortgage 23:5	name's	51:3
47:24 47:25	Moses 24:1	16:23 19:17	negative 2:25
48:4	mother	23:8	4:2 33:5
48:24 49:10	30:20 78:17	25:17 33:21	33:10 40:16
49:13 50:14	move 7:19	59:10	49:21 76:22
50:15 57:17	7:25 8:9	82:8 84:18	79:4
57:20 57:22	19:14	Nancy 94:14	negatively
59:3 67:5	20:6 83:9	94:14	64:10
69:3 70:4	moved 23:13	nap 76:25	negligible
76:4 77:9	50:23	naps 77:1	33:18 35:1
79:14 82:10	moving 8:3	narrow 74:18	negotiate
82:13	18:21	narrowly	50:18
83:4	20:3	74:15	neighbor
83:11 83:15	32:15 77:19	NASA 87:1	61:10
83:23		nasal 58:3	
84:9			
87:20 88:9			

neighborhood 8:13 58:10 64:5	48:20 50:6 58:14 71:25 85:3 94:17 95:16	11:7 12:8 19:2 28:23 31:9 36:16 45:8 46:14 48:6 50:20 53:2 54:2 54:5 54:9 67:4 73:8 73:22 88:10 90:12	obscene 74:12 observations 23:14 obtain 31:6 occasion 72:21 72:22 73:14 Occupational 65:19 occur 100:10 occurred 60:17 ocean 48:22 October 47:17 99:16 odds 82:6 office 38:13 77:7 87:25 oh 3:16 9:24 24:8 62:18 oil 44:22 okay 9:24 62:15 old 19:6 36:24 67:15 77:22 older 58:16 91:17 Olive 60:23 60:23 Olympia 35:11 Olympics 13:3 oncoming 92:22
neighborhoods 48:19	none 17:18 17:18 34:23		
neighbors 31:12 58:16 58:18 64:5 71:20 71:24	nonpolluted 93:15		
NEPA/SEPA 26:20 26:24	nonprofit 51:23		
network 73:6	nor 9:9		
networks 7:18	normal 66:13	Northwestern 74:5	
newly 58:15	north 16:4 31:13 46:17 51:18 51:25 52:21 68:8 73:7 73:9 86:19 87:24 95:20	notch 10:6 note 44:19 noted 85:4 notes 5:5 nothing 26:18 29:7 31:4 34:19 50:25 84:17 notice 28:12 noticed 34:5 November 40:2 nowhere 42:24 number-one 85:15 numerous 44:2 nurse 78:16 80:1 nuts 38:6 <hr/> o <hr/> obligation 73:18	
news 91:15			
newspaper 86:2			
Newton 36:1 36:1	northeast 90:6		
nice 6:19	Northern 3:20 6:14 6:22 26:12 30:3 30:5 39:25 40:14 42:8 44:7 44:10 47:21 63:9 63:19 70:4 70:5 77:12 89:9 89:11		
Nick 82:8 82:8			
nickel 22:17 79:11	Northern/ Santa 80:11		
niece's 58:7	northwest 2:16 8:20		
night 58:4 58:14 58:15 62:7 62:10 62:16 76:10			
nine 5:18			
nobody 3:8 98:3			
Nobody's 17:20			
noise 41:19			

onerous 27:25	43:17 90:5	Osborn 80:4	oversee 9:6
ones 29:13 58:6	opposed 54:10 82:10	80:4 92:14	overwhelming 97:24
on-grade 50:22	opposes 54:8	OSHA 85:5	overwhelmingl
on-line 91:1	opposite 61:23	others 5:2 54:1	y 59:16
onto 74:9	opposition 83:18	69:11 79:9 80:2	owe 49:5 91:12
open 42:11 55:20	order 53:15	84:3 93:16 97:11	owner 6:17 61:17
58:3 68:8	58:23 93:12	otherwise 96:13	ownership 31:7
76:10 76:13	Oregon 45:12	ourselves 19:22	Ozzie 32:18
77:20 78:10	54:2 79:15	20:9	32:18 38:25
93:20	Oreille 51:22	20:14 34:18	90:11
opened 97:17	51:23 52:22	72:23	<hr/>
operate 47:2	53:1	outdated 19:6	P
operated 17:8	53:16	outdoor 58:24	<hr/>
operates 100:8	55:9	outdoors 66:2	P.M 2:5 100:21
operating 69:5	55:12	outside 48:24	pacific 2:1
operations 55:21	56:9	50:24	7:23
opinion 10:9 36:15	56:14 56:19	61:8	14:24
opinions 64:15	62:25 63:13	66:24	23:1 23:2
opponents 31:23 83:20	63:17 63:21	68:7	23:3
opportunities 26:22 27:9	69:18 69:24	68:13 74:3	26:23
opportunity 29:5	organization 3:21	overburden 28:11	27:1 28:7
29:18	12:16 42:16	overburdenmen t 93:4	31:1
30:7	51:24 65:19	overhaul 48:15	31:22 31:24
46:18 67:19	organizations 11:8 11:19	Overly 27:8	36:3 40:1
67:22 87:21	organized 71:18	overpasses 50:22 86:16	40:15 45:15
oppose	organizing 81:18	88:4 88:17	52:6
	Orielle 73:8	overseas 28:6	55:16
	original 30:14	83:3	59:5 63:9
	origins 45:21		73:22
			90:6 90:12
			paid 93:25
			Palouse 60:15
			Panama 27:23
			panel 95:17

panhandle 41:25	passage 58:3 75:18	51:23 52:22 53:1	35:19 36:11 37:3 37:3
papa 61:2 61:2	Passco 21:2	53:16 55:9	37:9 38:3 38:12
paper 33:9 98:24	passed 2:10 54:3	55:12 56:9	41:6 41:21
parameters 74:15	passes 50:11 85:8	56:14 56:19 62:24 63:12	42:1 47:8 53:22 57:14
park 62:5	passing 53:11 69:14	63:17 63:21 69:18 69:24 73:8	60:5 61:19 61:19 64:9
participate 67:23 98:6	past 3:19 34:15	Pendleton 54:2	64:10 64:13 65:8 67:8
participated 83:16	36:2 48:12	Pennsylvania 90:7	74:10 74:22 83:8
participating 57:3	70:8 72:20 77:14 82:2	people 7:2 7:11 10:3 10:8	91:17 94:23 95:7 95:12 98:25
particular 2:21 5:6 38:5 69:9 90:6	path 84:20	10:16 11:3 11:8 11:21 11:23	per 22:3 52:11 56:2
particularly 11:13 50:3	pathogenesis 80:23	12:6 12:17 12:23 13:5 14:5	63:20 63:20 63:20 63:22 86:15
particulate 43:23 44:13 56:5 64:1 80:24 81:7	Patrol 70:20	14:6 14:10 15:5	88:5 88:6 88:11
particulates 5:25 81:3	pay 13:4 32:14 88:20 90:16 90:17 90:19	15:19 15:20 18:10 20:19 23:9	percent 11:23 12:15 40:24 79:16 87:2 97:21
parties 2:25 84:7	paying 29:2 32:13 34:12 94:7	23:12 23:15 23:18 24:5 24:6	perfect 93:17 performed 9:3 perhaps 49:22 96:1
partners 4:18 32:1	pays 21:18 23:4 48:16	24:7 24:25 25:4 29:5	period 63:23 93:11
Pas 67:9	peace 98:16	29:14 29:18 29:20 29:22 30:10	permanently 49:7
Pasco 24:19	Peak 21:6 22:1	31:4 32:12 32:14 35:7 35:7	permit 28:9 59:9
pass 40:25 45:17 49:23 72:5 93:20 94:17	pediatric 49:24		
	peer-reviewed 82:3		
	Pend 51:22		

permits 9:3 9:12	21:17	77:3 77:9 77:9	77:7
permitted 9:2 9:14	pit 68:8 78:10	87:17 90:20 93:18	policy 18:15 27:11 74:7
person 98:5	pitch 100:7	100:16	politely 10:5
personal 81:12	pits 77:23	100:17	political 9:23 45:24
personally 5:13 20:24 77:21	pity 35:20	100:17	pollutants 51:18 53:9
persons 98:6	places 46:4 49:23 70:18 83:12	pleasure 23:9	65:23 82:17 85:15 91:8
perspective 86:1	plain 14:2 14:22	pledge 32:4	pollute 30:9 34:13 34:14 57:10
persuasive 65:16	Plains 3:20 42:8	plight 28:13	polluter 97:25
Pete 70:15 70:15	plan 56:20 60:13	PLU 12:24	pollution 50:6 56:5 56:9 56:12 57:7
Peter 96:17	plane 20:10	pneumonia 79:19	58:10 61:13 66:16 71:25 72:2
Philip 14:23 14:23	planet 54:19 75:21	point 2:22 3:3 4:7 7:16	73:15 73:20 73:21 73:23 83:25 85:3
philosophy 97:14 97:15	planet's 72:13	10:23 19:10 21:16 21:24 26:8 35:3 39:15	85:18 86:21 91:5 91:7 91:9
phone 95:15	planner 67:21	44:6 45:15 45:17 45:19	91:10 91:13 92:12 95:16 97:20
phrase 94:2	plans 16:21 60:12 88:8	47:1 55:17 69:11 77:18 78:14	
physician 80:5	plant 40:8 40:9 40:10 54:15	78:14 92:1	
picture 59:2 95:23 96:6 96:7 96:8 97:16	plants 9:2 28:3	pointed 38:25 69:10	
pictures 58:17	play 61:5 61:8	pointing 42:13	
pile 38:4	played 100:7	points 3:6 38:23 42:17 42:25 44:18	
piled 72:21	please 26:24 31:23 34:24 53:23 59:7	50:16 86:9	
pipeline	66:15 67:2 70:1	poisonous 6:25 73:23	pool 21:2
		police 31:17 62:18	poor 61:7 66:1

poorest 38:14 38:15	potential 2:11 3:3 45:19 50:2 52:16 52:25 56:8 61:12 65:4 65:14 67:25 68:22 76:20 78:21 90:18	practice 61:8 Prairie 93:21 precedence 8:7 precedent 25:23 precedent- setting 73:12 precisely 11:3 predecessor 18:17 predicted 86:4 predicts 87:9 prefer 7:16 preferred 52:20 55:13 56:15 prepared 4:17 preparing 56:12 present 48:12 72:20 presently 49:18 preside 23:5 president 2:7 16:25 28:21 29:17 36:2 62:24 pretty 35:23 36:4 77:2 88:24 previous	18:23 previously 45:5 72:14 primarily 22:2 primary 54:16 86:20 prime 53:3 prior 41:4 45:8 54:24 75:7 pristine 53:2 90:14 private 7:24 9:6 27:16 28:10 71:21 privatization 94:3 privatized 64:9 privilege 8:19 pro 81:18 81:19 81:20 probable 49:21 65:17 68:5 probably 15:10 17:9 21:15 40:13 81:5 87:7 98:21 problem 10:16 32:16 35:17 35:20 36:22 38:9 71:6
popular 34:13 populated 82:23 population 86:18 98:25 port 10:13 21:15 22:5 27:14 27:24 50:16 54:4 63:4 67:3 78:3 Portland 19:2 ports 4:8 4:22 9:13 17:21 50:20 50:25 86:14 88:10 posed 33:24 position 64:15 possibility 82:19 possible 10:21 34:22 71:9 84:14 possibly 79:25 98:19 98:20 post 77:7 posts 47:13 potable 69:19 potash 16:16 27:21 potatoes 24:1	potentially 64:9 pound 63:19 pounds 38:8 44:9 pour 67:11 Powder 4:20 4:24 21:6 26:8 34:21 42:18 43:1 45:21 52:5 55:14 69:5 74:13 77:14 88:9 92:1 92:5 93:2 93:3 100:18 Powell 70:15 70:15 P-O-W-E-L-L 70:15 power 9:1 28:3 54:15 91:15 powers 42:22 83:20		

77:5 93:8	products 7:20	31:1	propose 74:9
96:25	10:13 23:24	31:22 31:23	proposed 2:24
problems	24:2 28:3	31:24	4:7 4:8 9:2
12:20 14:20	28:14	32:7	18:10
14:20	professional	36:16 38:20	45:9
39:1 50:4	52:1	43:17	45:15
83:6	profiteering	45:9	48:2
procedures	74:8	55:17 57:18	49:16
25:23 26:1	profiting	63:3 63:6	52:6
proceedings	50:10	63:7	54:14 54:22
100:20	profits 74:13	69:21 70:17	56:16
process	88:25 94:8	70:23 72:18	75:5
2:20 8:4	program	74:15 82:12	75:20
11:1	13:1 55:9	83:9 83:18	76:1
11:18	programmatic	projects 8:23	78:23 89:11
13:7	8:6 8:24	10:6	proprietary
13:12	11:16	10:18 10:23	3:13
25:8	26:9	11:22 11:24	Proszeck 45:1
26:20 27:11	26:17 42:12	28:6 28:9	45:1
34:6	56:12	48:2	protect
46:19	57:3	promised 42:1	12:5 37:1
47:7 48:5	57:18	promote	37:6
64:22 85:22	59:8 84:6	7:24 51:6	39:16
processes	86:13	promoting	72:3
26:24	91:1 93:2	51:16	73:14
proclaimed	programs	properly 26:3	75:1 75:1
88:8	35:12 62:22	property 76:7	protecting
produce 36:13	progress	proposal 27:1	3:22 51:24
37:1 85:9	35:14 82:25	45:23 46:18	protection
produced	progressives	49:11 49:15	26:1 26:2
36:25 82:5	35:14	49:17	31:18
producer	project	53:7 54:4	pro-
85:15	2:16 9:13	73:13 73:19	terminal
producers	9:20 9:21	74:14	43:19
24:7	25:21 25:25	proposals	protesting
produces	26:4	45:8	35:25
81:25	26:23	52:13	proud 7:5 7:7
product 23:22	27:1 27:2	54:6 54:8	12:24 33:21
	29:1 29:8	55:15 55:25	72:16
		56:24	

provide 12:3 12:3 12:22 13:4 35:8 58:24	pump 66:12 pumping 66:20 pure 37:24 purpose 18:14 18:24 23:11 64:14	quantify 3:8 quantities 55:24 question 18:18 28:18 57:20 68:6 72:17	68:4 68:10 69:17 70:22 70:24 75:4 75:6 80:15 88:2 92:22 99:19 100:6
provides 23:5 34:11	push 66:10	questions 19:23 48:10 59:19 69:13	railings 58:24
providing 59:25	pushing 29:13	quiet 72:20	railroad 4:6 5:20 13:23 14:24 15:13 17:6 17:17 18:16 21:10 22:7 23:1 24:5 24:18 30:16 34:3 36:3 37:20 38:2 38:5 40:1 47:3 47:5 47:19 47:22 48:18 57:6 60:25 61:1 61:22 62:4 64:24 68:10 68:15 68:18 68:21 69:11 70:11 70:12 72:4 76:6 78:4 80:11 86:18 87:24 89:11 92:15 99:25 99:25 100:8
proximity 68:21	putting 61:18	quote 44:9 87:3	
psychological 95:6	<hr/> Q <hr/>	quotes 51:6	
psychologists 95:2	quadrupled 87:5	<hr/> R <hr/>	
PTSD 58:18	quality 2:13 3:22 6:7 30:17 34:21 41:18 46:13 51:25 52:20 53:1 53:13 53:15 54:12 54:13 54:16 54:20 56:20 58:11 59:6 59:7 61:7 65:6 66:1 69:18 69:18 75:17 77:20 82:25 83:8 88:15 92:4 92:5 92:6 93:4 93:6 100:16	rail 2:17 2:22 3:1 9:9 20:16 26:5 26:16 27:14 27:16 28:18 46:5 47:11 47:13 47:24 48:7 48:11 48:15 49:12 50:23 52:4 52:8 52:20 54:21 54:23 55:13 55:20 55:23 56:3 56:7 56:15 56:23 57:23 59:3 59:3 63:12	
public 2:2 2:12 7:24 13:4 23:10 32:21 33:2 33:4 45:20 46:16 60:5 65:6 67:25 69:1 71:18 71:21 83:8			
publicly 88:7			
published 3:5 80:9 82:3 87:8			
Puget 73:10			
pull 66:10			
pulling 5:23			
Pullman 24:2	Qualls 68:24 68:24		
pulmonologist 49:25	quantified 53:14		

railroaders 69:12	72:7 real 4:21	65:20 recognize 45:24	32:1 45:7 74:23 99:18
railroads 7:17 19:18 26:15 32:6 40:3 40:5 43:3 48:14 53:22 71:3 99:17	56:5 65:7 65:9 71:1 83:7 reality 28:13 28:14 42:21	recognized 49:3 recommendatio ns 81:8	regional 8:17 59:14 60:10 73:5 80:9 85:25
railway 24:11 30:23 47:21	really 5:10 6:6 8:13 24:12 33:10 35:3	record 20:25 21:21 28:24 80:8	region's 11:11 75:23
railyard 80:11 82:22	39:25 43:18 67:16 74:24 77:3	recorder 94:18	registered 78:16
rain 46:13	80:16 80:17 81:1 93:8 95:4 98:3 98:23 99:7	recreational 53:4	regular 83:19
raise 90:13 91:7 93:13	reap 88:25 94:7	recycling 77:25	regularly 83:20
raised 12:13 19:19 36:18 77:13 80:21 81:20 94:6	reason 14:25 26:11 37:1 47:6 70:9 89:7 89:20 91:16	red 7:6 7:7 redevelopment 70:13	regulation 11:15
ran 15:10 38:13	reasonable 10:20 27:21	reduce 51:10	regulations 27:25
ranch 95:20	reasons 18:22 43:18 89:10	reference 32:23	regulatory 26:3
ranchers 23:17	received 9:23	reflect 80:22	reiterate 97:11
ranches 3:23	receiving 51:2 51:13	refueling 84:24 100:14	related 63:11
Rand 62:22	recent 87:6	regard 49:8 84:14	reliable 53:12
rates 28:24	recently 33:9 34:25	regarding 8:21 9:11 79:4	remain 4:5
Rathdrum 93:21 100:15	recession 11:11	regardless 54:18	remember 12:7 19:24 31:23
rather 13:16 13:19 97:11	reclassified	region 7:10 7:19 8:2 11:12 11:21 19:1 19:7	replaced 47:22
Ray 49:9 49:9			report 33:5 42:16 42:23
reach 13:14			reported 86:2
			reports 99:22
			represent 8:17 10:10 11:8

25:20 28:22	45:18	56:7	27:12
30:4	55:1 55:7	66:14 84:12	revenues 12:3
46:21 55:10	70:6 70:7	respiratory	review 2:14
59:13	75:9	32:16 50:4	11:1
94:4 94:10	75:16	respond 33:3	11:18 11:20
representativ	78:8 89:9	responders	25:24 26:21
e 10:2 27:5	89:9	79:21	27:10
30:24	Reservation's	response	45:2 54:4
representing	54:13	35:18 69:16	54:5
3:25 8:19	reserve 45:20	72:6 98:1	67:23 97:17
27:6	reside 49:9	responsibilit	reviewed 8:8
53:22 64:4	resident	y 66:18	reviews
represents	29:10 32:11	responsible	11:4 29:4
10:10	52:2 97:7	10:11	revised 80:12
request	residents	28:6	revisit 32:7
2:14	31:2	28:15	Rich 7:8 7:8
28:17	55:12 71:22	49:6	Richard 19:17
56:7	resolution	66:20 72:6	19:17
56:17 63:5	2:10 2:11	Ressa 42:7	97:6 97:6
requested	54:3 69:8	42:7	Rick 97:7
45:5 50:15	resonate	rest 19:5	rid 20:1
requests	58:20	48:6 66:2	ride 35:19
46:15	resource 3:20	result 46:4	rise 72:21
require	27:17 34:17	49:17 96:22	78:20
24:3 51:2	42:8	resulting	87:7 87:9
51:8 66:10	42:16	65:15	risen 73:13
requirements	53:4 74:17	results 36:13	risk 61:3
28:1	resources	36:14	65:6 67:6
Requiring	4:11 9:5	retired 70:20	67:14 67:16
27:9	24:9	retrain 81:22	69:20 70:24
res 30:5	36:10 45:21	81:23	80:10
research	51:25	return	91:5 91:8
32:25	55:6 60:2	45:16 75:18	100:16
44:8 95:5	60:3 64:8	returned	risks 53:6
96:3 96:16	75:15 75:18	93:12	53:13
researched	83:22 89:13	reused 77:23	65:2 65:4
61:12	respect 11:1	revenue 25:15	67:25 69:17
reservation	respectfully		81:9 91:7
	26:11 28:17		

93:22	rode 17:12	rural 47:20	69:9
Ritzville	role 74:6	Russia 85:16	69:19 69:23
54:24 75:7	roll 17:15	<hr/>	100:12
river 4:20	rolling 17:21	<hr/> S <hr/>	save 72:24
4:24 6:18	Ron 32:10	sacrificed	saving 22:16
21:6 26:8	32:10	61:11	saw 38:10
30:16 34:21	rooms 84:1	sacrificial	57:14
42:19	Roosevelt	30:18	scared 99:21
43:1	60:24	saddened 79:8	scheduled
45:21	rose 97:21	safe 71:14	2:15
46:5	roughly 88:6	93:13	Schmidt 81:11
46:12 46:17	route 38:3	safely 32:9	81:11
47:1	49:12 49:16	51:11 51:14	97:6 97:6
47:11 47:14	50:5 52:4	safer 31:17	school 13:2
52:5 55:2	52:20 55:14	safety 2:12	77:7
55:4	56:15	9:17 13:4	schools
55:14	65:3 65:5	32:22	20:5 31:17
69:5	69:6 69:8	33:2 33:4	science 80:19
74:13 75:10	93:1	39:13 45:20	scientific
75:12 77:14	routes 26:7	50:7	82:2
88:9	26:12 47:24	52:17	scientist
89:10 89:14	69:25	60:5 65:6	87:1 96:3
89:18	rugged 92:24	65:20 66:16	scientists
92:1 92:5	rules 34:7	69:16	97:22
93:3 93:3	rumbling 62:9	71:8 71:9	scope 18:14
100:18	run 24:19	71:9	25:24
Riverkeeper	32:9	83:25 85:5	26:6
73:10	40:10 40:10	Sagle 64:3	27:10 27:21
rivers	40:20 43:24	salmon 55:4	35:19 45:18
73:24 75:25	44:22 44:22	75:13 75:18	63:5 69:9
86:21	61:23 62:21	sand 35:21	70:1 78:2
road 10:15	67:11	sandpoint	78:14
11:17 14:13	running	51:22	100:17
50:6 61:23	24:5	52:3 52:3	scoping
roads 20:3	62:10 62:12	52:8	8:22 9:3
31:17 72:4	88:5	55:11 55:13	9:7 25:8
Rob 25:17	runs 48:18	56:1	27:8
25:17		62:23 68:25	27:17 28:19
Roberts 21:11		69:2 69:7	
90:4 90:4			

41:14	94:12	serves 53:4	47:13
47:6 48:5	selective	service	ship 9:20
69:2	8:10	60:3 60:7	16:16
screaming	selenium	89:2	19:8
29:17 29:17	79:11	services 7:20	23:23
screwed 77:8	senator 38:22	8:10	24:3
search 79:2	senators	12:22 75:2	31:24
season 70:8	29:16	seven 51:18	32:2 43:9
seat 59:13	send 31:7	seven-	76:2
Seattle 9:9	sending 61:13	degree 87:9	89:15 98:1
99:20	senior	several 16:16	shipment 4:7
second 27:4	67:21 86:25	49:18	shipments
47:3 51:2	94:25	61:1 66:3	49:22
63:18 85:16	seniors 38:15	91:1	shipped
91:22	49:19	severely 59:4	19:1 51:13
secondly	50:4 91:15	shake 76:17	shipping 9:12
84:11	sense 35:15	shakes 58:14	9:21 22:1
secret 28:23	35:16 74:16	Shannon 51:20	23:24
sector 7:24	85:9	51:21	25:2 25:5
71:22	sentences	shape 93:25	87:13
security 13:5	97:19	share 7:12	ships 16:14
49:5	separate	33:12	23:23
sediment	36:13	shares 56:14	shirts 57:14
58:25	September	Shelby 47:20	shoreline
seeds 99:5	53:25 63:10	shelves 76:17	52:21 56:15
99:5	80:12	shenanigans	56:18 57:1
seeing 38:15	sequester	74:9	shores
Seeley 41:3	49:7	Shepard 61:16	55:12 63:12
seem 56:24	series 94:20	61:16	69:24
64:21	serious	sheriff 32:18	short 39:24
seems 25:1	49:4	35:17 38:25	94:20 94:22
25:2 98:2	95:16 98:17	72:10 72:10	short-sighted
seen 15:11	seriously	she's 12:24	44:21
16:20 16:21	6:10 52:15	12:25	short-term
35:10 46:11	served	13:1 13:18	61:11 91:7
61:6	29:11 60:10	shift 47:12	shovel 19:25
70:21 77:17			showed 24:24

shows 44:8	68:11 68:14	99:23	son 43:16
sic 80:12	68:14 68:16	Smith 24:23	44:23
87:1	sites 19:11	24:23 71:15	sorry 90:11
sick 61:10	30:16 41:16	71:15	97:1
sides 50:22	site-specific	smoke 66:2	sort 14:21
sidetracked	9:7	83:5	94:10
25:9	situated	smokestacks	sorts 91:19
sidewalks	55:13	48:9	sound 26:20
38:18	situation 6:4	snow 34:4	73:9 78:7
Sierra 33:24	79:22 86:8	37:23 96:20	Soundkeeper
significant	six 54:5	96:21	73:10
2:16 4:21	66:13 94:15	snowed 34:2	sounds
48:1 56:8	97:9	Snyder	76:14 82:16
56:20	size 5:24	59:10 59:10	source
57:1	9:12 68:9	soap 43:25	37:16
63:23	68:17	Soccer 61:6	53:5
77:2 85:23	Skies 82:9	social	68:12 68:23
significantly	skin 99:23	12:22 35:12	69:19 86:20
55:22 71:25	sleep 95:3	socialization	sources
Sikorski	sliding 47:4	94:3	28:4 49:24
95:18 95:18	slippery	society 12:20	south 22:2
silver 98:24	18:20	12:23	73:7
similar 82:16	slope 18:20	soil 98:20	86:17 87:25
simple 14:3	68:18	99:4	88:1 95:20
14:22 99:10	slow 27:11	sold 38:1	southeast
simply 28:4	slush 77:22	sole 68:12	68:3
67:11 97:4	small 10:2	68:22	southeastern
single 7:13	37:19	solely 41:5	6:15 6:17
8:15 66:11	47:8	solidarity	89:6 96:4
sister 81:17	61:17 61:18	43:5	southwest
sit 79:25	61:20	solution	54:24 71:16
site 7:13	65:5 65:7	12:20 87:2	71:16 71:19
8:22 8:23	68:3	solutions	71:20 71:24
18:19 18:20	smaller 5:24	20:12 98:23	75:7
18:22 19:10	smell 43:23	somebody 24:8	Soya 17:22
19:14 28:18	smelling	someone 84:9	space 24:3
36:9 44:7			87:23

spaced 96:7	spending 22:18	40:7 43:10 47:21	100:14
speak 4:10 5:1 5:3 6:16 6:23 13:9 16:13 43:5 67:19 67:24 76:4 80:2 85:23 87:21 87:23 92:4	spent 22:17	48:6 52:23 53:20 53:23 53:25 54:7 54:12 55:1 55:2 57:6 57:7 59:10 59:14 59:17 59:20 59:20 60:4 60:20 65:12 65:21 66:4 66:23 67:10 68:1 68:6 70:21 71:11 71:17 73:9 74:21 75:9 75:10 75:25 78:16 78:25 79:14 80:5 80:9 80:11 80:16 81:11 82:17 83:23 84:19 84:19 85:5 85:20 86:2 86:12 86:15 87:17 90:5 90:6 90:20 90:24 93:10 93:11 93:21 97:7 97:17 99:16 100:4	Spokane's 2:12 39:23 68:12 68:22 spoke 64:13 72:25 spoken 41:4 57:19 97:12 spray 33:16 spread 16:10 60:5 60:6 73:6 Spring 21:7 spur 26:5 28:19 spurs 9:9 squeeze 74:16 stadium 9:9 staff 80:5 stage 70:13 stagnation 50:24 stamp 26:17 stance 51:17 stand 2:19 4:9 30:8 46:17 74:12 standard 9:5 standards 53:16 58:12 66:17 standing 13:23 24:25 Star 16:4
speaker 18:23 40:6 90:10	Spokane 2:7 2:8 2:14 2:18 2:19 2:21 3:6 3:7 3:12 3:14 4:16 5:4 5:8 5:21 6:4 6:9 7:9 7:12 8:17 9:7 10:1 12:11 12:12 14:2 15:16 16:24 18:4 19:19 20:24 21:23 22:25 23:14 24:20 27:6 29:10 32:4 32:11 32:19 33:4 33:5 34:9 35:6 36:18 36:18 36:19 36:23 36:24 37:18 39:23 40:1 40:1 40:3 40:4		
speakers 44:20			
speaking 6:20 7:5 13:8 16:6 16:12 16:13 30:1 55:10			
special 13:1 13:3			
specialty 80:6			
species 69:20 98:10			
specific 8:22 8:23 18:20 18:22 19:15 36:9 45:9 51:10 88:10			
specifically 52:18 55:11 63:6 74:7			
spectacular 53:1			
spend 22:16 22:20			

start 18:20 22:16 37:11 80:17 89:23 96:21 starting 70:11 93:2 starts 46:25 state 4:14 10:12 11:10 11:19 11:24 12:7 12:9 12:19 13:19 16:9 16:11 20:20 21:1 24:14 25:18 25:20 25:22 26:1 26:10 27:4 28:7 28:16 29:2 29:6 30:25 31:2 31:9 31:12 31:15 31:22 32:6 35:9 35:9 36:11 38:13 38:14 39:10 44:15 45:23 51:8 51:12 54:6 67:21 70:20 79:15 82:14 85:25 86:24 90:8 90:8 stated 89:11 statement 31:20	41:5 56:13 57:4 57:19 59:8 65:10 65:13 67:20 70:17 74:24 75:3 statements 67:23 state-of- the-art 16:5 16:14 28:15 states 50:11 state's 31:10 States 13:11 13:14 40:19 40:23 50:1 54:25 73:22 74:5 75:8 85:16 87:15 State's 27:13 stating 82:4 station 84:25 stations 57:24 stay 6:19 25:8 63:1 stayed 62:7 62:12 62:15 stays 62:23 steam 40:8 40:10 Steelworkers 28:22 step 77:19	88:25 Steve 20:22 20:22 29:9 29:9 62:20 62:20 stick 10:25 stifle 72:5 stood 15:13 stop 11:17 30:20 47:10 78:20 95:14 stopped 98:13 stopping 14:9 82:21 storage 76:17 store 37:19 37:20 37:24 38:9 51:11 stormy 72:20 stove 19:25 stoves 36:25 Strandquist 78:15 78:16 strategy 56:11 56:17 streams 73:24 street 47:9 67:12 94:14 94:14 95:13 streets 38:17 stretch 63:21 strip 4:1 strong 5:18 12:4 strongest	38:11 strongly 32:8 49:10 53:7 56:25 90:5 structures 67:15 81:1 struggle 13:6 29:4 struggling 11:11 Stuckart 2:6 2:6 students 94:25 studied 26:8 92:1 studies 18:21 26:7 28:11 34:25 36:13 44:2 44:4 61:12 79:4 91:3 studying 5:11 49:19 stuff 5:17 14:21 subject 37:14 60:22 subsidize 89:1 subsidizing 59:24 substantially 72:3 success 8:4
--	--	--	--

successful 61:20 61:21	5:18	system 7:18 27:15 39:15	tangible 83:7
suffer 37:25	supporting 28:6 68:10	43:10	tarps 39:15
suffering 11:13	supports 27:15	48:8	Task 42:8
suggest 10:18	suppression 50:21	48:13 48:16	taste 43:24 58:2
suggested 84:9	sure 4:4 33:19 35:23	92:23	tax 12:3 21:19 25:15
suggesting 26:7	69:3	94:4 94:5	27:12
suggests 88:10	76:18 84:3	systems 41:12 41:16 50:23	29:3
suicide 98:11	surface 41:16 65:24	54:19 56:4	31:16 31:16
sulfur 34:21	surplus 27:16	<hr/>	taxes 13:4 16:8 20:5
Sullivan 68:16	surrounding 48:2	table 17:7	32:14
summer 58:4 62:21 65:17	surrounds 7:1	tables 9:19	taxpayers 38:19 38:20
66:1 76:12	survey 48:12	Tacoma 19:3	41:20 87:17
summers 92:21	survived 55:4 75:13	tail 47:15	teach 12:17
summertime 76:10	survivor 7:4 66:25	taking 29:14	team 4:17
support 7:13 8:15	sustainable 81:23	talk 5:12 10:3 10:4	teamster 64:11
12:4 12:7	Suzi 5:4 5:4	11:9	technologies 51:10
13:24	SWCC 72:12	18:13 32:19	technology 49:6
14:2	swim 99:6	32:20	50:23
15:20	swimmable 63:1	33:7 34:1	51:7 51:9
16:1 17:1	switch 47:15	38:18 39:20	51:14 51:15
18:19 20:16	switches 47:13 47:16	39:25	Telilo 43:16
22:4 22:8	switchman 30:23	67:1	temperatures 87:8
22:8 27:2	sympathize 18:10	76:19 87:23	87:10 92:20
29:8 32:7		95:14 95:15	92:20 97:3
32:8		talked 38:24 95:12	tens 8:19
33:23 35:12		talking 5:13 18:5	term 5:10
36:15		18:6	termed 52:8 69:12
37:8 37:10		21:23	terminal
supporter		24:4 24:6	
		35:2	
		42:23	
		57:9	
		84:17 95:14	

2:1 4:8	th 55:13	62:6 62:13	37:9
7:14 9:11	thank 3:17	that'd 22:14	50:25 85:11
18:9	5:1 5:5 7:7	that'll 68:15	89:21 89:23
18:13 18:15	11:5	83:12	they're
21:16	12:10 13:20	themselves	10:9
25:2 25:5	16:2	44:7 55:21	11:19 13:23
25:11 25:16	16:22	theoretical	14:16 14:16
25:21 25:25	18:6	42:14	14:17 14:18
26:4	19:16 20:21	therefore	14:19 14:20
26:23	22:4 23:7	63:5 64:12	16:22
27:1 28:7	24:9	there's	19:6 19:8
31:1	24:22 25:16	10:3 12:1	20:17 20:17
31:22 31:24	27:1	18:21	21:7
41:6 41:9	28:20 30:21	19:4 21:3	25:12 25:12
41:10 43:17	32:17	21:7 21:8	34:22 39:14
45:10 45:15	34:7 35:3	22:8	39:14 80:20
45:17 46:24	35:4	23:16 24:17	80:25
47:4	38:21 39:21	25:5 34:6	81:1 89:16
49:11	42:6	34:19 34:25	they've
52:7	42:13 44:25	35:17 35:20	14:8 60:6
55:16	46:19 50:12	36:25 37:23	thick 58:1
59:6 89:21	57:4	38:12 38:25	96:11
terminals	57:15 60:21	42:24 43:18	third 38:13
10:22 30:13	66:21 67:17	63:19	85:16
45:11	67:18 68:23	64:2	this'll 6:9
54:9	69:1 70:2	64:18 67:13	Thompson
54:22 55:21	71:12 72:18	68:8	16:23 16:23
64:24	76:2	68:14	thorough
75:5	77:10 78:14	74:2 76:6	25:24 26:20
75:20 76:1	83:13 84:19	76:9	83:10
terrain 92:24	85:19 86:10	76:19	thoroughly
92:25	86:12 87:18	77:6 78:1	73:19
terrestrial	87:20 87:22	78:9 78:9	thousand
55:6 75:15	90:3	84:24 84:25	40:13
terrible	90:24	86:3 89:8	thousands
44:19 94:17	92:1 93:8	91:24	8:19 31:2
Tesoro 9:10	94:13 95:16	94:2 95:1	53:5 80:17
testifying	95:17 98:15	95:2 95:4	threatened
52:1 83:16	thanks 18:7	96:18 96:19	69:20
textile 5:16	22:23 43:14	98:22 98:23	
	70:14 90:22	they'll	
	Thanksgiving		

70:6 73:12	tissue 81:1	63:20 63:22	track 25:9
threatening	titles 91:4	88:8	34:3 57:6
66:6	today 7:5 7:6	top 52:12	59:3
70:12 73:25	13:11 14:25	56:2	61:22
threatens	15:1	58:12 65:23	62:4
82:23 87:15	15:23	95:9	68:10
threats	23:3 27:2	totaling	72:1 77:6
49:4 56:6	36:6	63:11	tracks
78:21	39:25 43:16	touch 43:19	15:13 17:18
three-	49:16	tough 100:4	24:6
gallon 38:7	52:1	100:6	37:20 37:23
three-percent	52:18	tourist 66:7	38:5
86:3	54:6	tourists 53:3	44:16 59:24
thrived	54:16	towards	60:25 68:15
55:2 55:5	55:5	15:6	68:18 68:21
75:10 75:14	55:10 61:24	45:14	71:2 72:4
thriving	64:18 66:24	51:9	76:6 77:6
96:24	70:16 70:23	78:11 98:19	85:3
throat 66:25	73:1	99:1 99:2	86:18 87:24
throughout	75:14 87:21	town 12:13	90:5
31:9	89:7 94:9	21:4	94:15 94:24
48:13	96:14	40:11	94:24
55:7 75:16	today's 13:13	47:8	trade 7:25
throw 60:12	Todd 65:12	48:18 57:25	10:6
thumbs	65:12	58:13 62:23	10:10 10:10
15:19 17:14	Tom 81:11	69:14 82:21	10:22
35:15	81:11	88:5	11:2 11:9
Thursday	tomorrow	toxic 46:10	11:9
62:12 62:14	81:16	58:6	11:11
thus 31:14	ton 44:9	73:15 79:11	12:4
64:19	Tongue	91:19 91:23	12:17 27:14
thwart 75:22	30:15 47:1	toxically	27:16
tie-ups 48:17	tonight	77:22	29:6
timber 7:19	3:25 5:1	toxifying	31:11
43:4	67:19 67:24	73:24	32:1 38:7
timely 72:7	73:17 81:15	toxins 58:2	38:7 40:16
	tons 4:7 7:25	81:14	trade-based
	22:2 22:3	92:7 92:9	12:9
	42:18 55:18		traditional
			89:12 89:19
			traffic

2:12 2:17	47:18 52:16	17:15 17:17	88:5
2:22 3:1	53:14	17:21 17:24	88:11 88:14
3:5 4:15	56:5	20:2	91:20
4:19 4:24	56:24	20:24 21:11	93:7 93:7
9:15	59:5	22:3 22:9	93:20 94:17
18:16 26:16	60:16 60:18	22:12 22:13	95:6 95:9
30:16 32:23	62:5 62:8	23:23 24:13	95:13
32:24 42:17	62:11 62:12	24:16 25:10	train's 84:20
46:5	62:15 66:11	25:11 27:19	Trains
48:11 48:15	67:7 68:2	28:1 32:8	10:12 62:1
48:17 49:17	69:21 69:23	33:4	transcend
50:6	71:23	33:16 33:25	41:12
52:16 53:15	72:2	35:19	transfer 51:9
55:23	76:14 76:23	36:7	transferred
56:2	77:8	36:21 37:21	52:5
56:23	84:20	38:10 39:16	transit 44:10
59:5	85:3 85:6	40:20 42:14	68:10
59:20 63:10	90:5 94:1	44:14 45:14	transparent
69:15 70:24	94:15 94:22	45:16 49:16	54:3
71:9	training 80:6	49:23 50:23	transport
71:23	trainloads	52:11 52:11	51:10
72:4 77:3	21:22	52:12 53:11	52:9
88:2	Trainmen	56:2 56:3	52:19 52:20
95:10 97:20	25:19 27:7	57:8 57:9	55:14 55:23
tragedy	trains 2:10	57:12	56:6
64:8 74:19	3:3 3:6 3:8	58:9	56:10 73:16
tragically	3:12 3:14	58:12 59:12	90:8 97:13
50:17	4:11 5:22	59:13 59:18	transportatio
trail 96:12	5:22 6:16	59:22 61:25	n 7:15
train 4:15	6:24 8:14	64:23 64:24	10:14 13:22
4:19 4:24	10:15	66:4 66:9	23:21 27:14
8:11	14:9 14:9	66:13 67:11	30:24
10:14	14:15 14:16	67:13 69:14	32:5
15:4 22:3	14:17 14:19	71:5 72:5	41:17 54:17
22:22 24:19	15:2 15:6	72:12	60:9
33:15	15:7	76:9	60:10 60:14
36:5 36:6	15:10 15:12	76:11 76:20	64:11 80:18
36:6	15:13	77:1	89:2
41:10 44:15	16:2 17:1	78:24 79:25	transported
46:9 47:9	17:3 17:6	81:10 82:20	
47:10 47:12	17:8	84:22	
47:13 47:18	17:10 17:13	85:1 85:4	
		86:15	

45:12 55:19	75:10 75:17	92:22 99:20	66:23
transporting	75:23	turn 90:7	85:6 100:8
46:10	Tribes 54:1	turning 78:20	understandabl
trapped 80:25	Tribe's 54:16	Twa-Le	y 74:14
trapping	54:21	53:19 53:19	understanding
65:23	55:1 75:4	twenties	41:11 45:16
travel 62:1	75:9 75:22	37:19	57:20
69:24 84:8	tributaries	twentyfold	understands
traveled 4:9	63:1	87:11	54:17
traveling	tried 41:21	twice 70:8	understatemen
2:17	trip 77:16	type 23:22	t 15:4
travelled 5:2	tripled 48:11		undue 84:14
99:18	trooper 70:20	<hr/> U <hr/>	unemployed
travels 79:13	71:2	un 20:19	20:20 31:6
treated 27:19	trouble 85:13	unable 79:24	unemployment
treating	truck 8:11	unanimously	15:23 20:19
10:16	23:19	2:10	28:24 32:14
treaty 45:20	trucks 10:15	unavoidable	39:9
trees 48:25	true 39:9	43:1 48:1	40:24 81:21
96:7 96:11	43:22	49:15 52:10	unequivocally
tremendous	66:9 84:23	55:23	41:13
85:3	truly 16:2	uncovered	unfairly
Trent 22:9	Trussers	56:6 78:24	48:19
trial 96:13	92:24	underemployed	Unfortunately
tribal 45:4	trust 13:12	31:6	75:20
46:17	13:13	undermine	union 5:18
70:4 70:7	try 57:10	27:18	5:19 5:20
75:3 89:5	76:25	underpasses	8:19
tribe 6:15	100:13	88:4 88:17	13:22 14:24
30:4	trying	understand	15:3 18:5
53:20 53:23	14:12 14:12	3:13 10:3	23:1 23:2
53:25	23:10 26:17	14:7 15:6	23:2
54:7	82:24	22:12 39:14	30:25
54:10 54:12	TUESDAY 2:4	44:20	32:5
54:16	tune 66:8	48:4	33:22
55:2	tunnels 92:22	53:15	36:3
74:21 74:25		61:8	42:13
		63:16 63:24	63:9
			72:16 81:18

81:22	86:12	Velocity	volunteer-run
unions 20:17	useful 81:7	92:21	82:9
united 2:20	users 45:13	ventilation	vote 40:24
13:11 13:13	usual 45:13	58:24	40:25 43:19
13:22 17:25	46:4	versus	voted 54:2
28:22 30:24	usually 65:25	40:19 72:17	59:16 62:22
32:5 36:3	utilize 54:22	vessel 9:15	voters 5:10
40:19 40:23	55:6 75:5	vessels 19:10	_____
50:1	75:14	Veterans 80:5	W
54:25 73:21	utmost 84:13	via 2:17	Wade 95:18
74:5 75:8	utterly 88:15	vibrates	95:18
85:16 87:15	UTU 36:2	76:16	wading 99:1
University	UTU-E 22:25	vibrations	wage 34:12
94:16	_____	67:13	wait 72:5
95:1 97:15	V	Vice 25:18	79:25
unknowns	Valley 32:7	27:4	waiting 62:8
80:20	32:8 35:6	view 26:11	wakes 58:15
unless 5:23	36:18 59:21	violation	waking 76:24
Unlike 83:19	84:19 99:16	58:11 78:13	walk 96:9
unlikely	valleys 57:8	Virjeana 76:3	96:10
97:22	valuable	76:3	Walksnice
unnecessary	43:11	visit 58:8	70:3 70:3
11:18 11:20	value 65:6	58:18 69:3	wall 76:8
29:4	Vancouver	visited 69:2	walls 58:17
unprecedented	19:3	vital 10:23	Wallsley
11:16	Vanessa	12:22	87:22
unquote 51:11	30:1 30:2	13:4	Walmart 31:3
unreasonable	variety 10:17	27:17 27:24	wanna 59:2
27:25	38:5	74:10	95:23
unsafe 66:1	vastly 87:13	vitality	war 73:2
unusually	vegetation	73:25	warmer 65:22
66:11	4:4	Volland 30:22	warming 17:25
upheld 78:10	vehicle 69:16	30:22	18:1 87:4
upon 46:8	vehicles	volume	97:22
Upstate 37:16	48:16	49:17 55:17	warning 86:5
urge 12:6	72:6 85:10	55:19 56:23	
53:7 83:9			

86:23 87:3	26:22	55:9	97:1 97:2
washed 99:24	Washington's	62:25	well-paying
Washington	20:8	73:5 73:9	31:5 42:1
9:16	wasn't	73:9	we're 7:9
10:12 11:10	100:5 100:6	waterkeepers	7:21 8:5
11:24 12:11	waste 9:5	51:23 73:13	11:14 11:14
12:19 13:20	36:10 77:24	waters 46:8	12:23 13:24
19:3 23:1	84:9	55:5	18:5 18:6
23:25 24:24	watch 38:10	75:14 75:24	20:12 20:13
25:14 25:18	94:12	waterways	21:23 23:16
25:20 25:22	watched 15:13	53:2	24:4 24:6
26:2	water 3:22	73:15 87:16	31:3
26:10	4:4 22:10	ways 69:10	34:14 34:18
27:4	30:10 34:13	96:8	39:9
27:13 28:16	41:16 42:15	wealth 74:17	39:17 39:24
29:2 29:6	48:22 51:25	wealthy 15:25	40:14 40:17
30:25	52:19 52:25	weather 49:1	60:4 64:7
31:2	53:5	Web 44:7	69:10 77:18
31:12 31:15	53:13 53:15	we'd 14:13	82:19 84:16
36:11 39:10	53:17	Wednesday	91:24
39:22 39:23	55:6	62:7	93:5
40:1	56:20 63:13	week 15:1	93:20 98:22
40:25 42:19	68:12 68:23	35:24	99:11 99:13
43:7	69:18 69:19	86:2 97:10	west 4:8
45:12 45:23	73:6	weekend 62:6	19:11
46:16 54:15	73:11 75:15	66:3	43:9
54:23 61:17	77:22 79:12	weeks 34:2	46:24 55:15
66:23 67:21	83:24	5:8	56:16 79:14
68:3 68:4	85:2	weight 5:14	87:4
70:20	86:24 89:13	welcome	87:12 87:16
75:6	89:24 89:25	10:9	western 42:16
79:15 82:14	93:14 93:20	12:12	73:4 73:21
83:12 86:22	93:24 96:20	13:7 13:7	wetlands 26:3
87:22 92:18	98:20	28:10 74:22	we've 7:22
92:23 94:16	99:5 99:6	welfare 32:13	15:10 18:13
95:1	99:7 100:16	well 32:13	20:3
97:15 99:16	waterbody		21:22 28:24
Washington/	57:2		29:15 29:17
Idaho 4:13	Waterkeeper		29:18 40:11
Washingtonian	51:22 53:16		41:1
s 4:16			44:25 47:17

63:14 79:16	40:10	92:19 92:19	23:7
82:15 82:25	62:7	windows 48:25	24:10
88:7	64:12	58:3	29:5
95:21 95:24	85:2	76:10 76:13	30:23
Whatcom	87:14	winds 38:11	31:4 34:9
16:4 16:9	90:1 93:1	89:17	35:8 35:8
18:9	whom 3:25	winter	39:11 39:12
28:19	43:2 97:10	65:25 82:17	39:20 60:21
31:8 69:4	who's 98:16	winters 96:20	61:18 82:24
whatsoever	whose 43:3	wish 5:2	worked 17:3
17:19	51:5	90:25 94:17	17:12 40:15
wheat 9:18	wide 45:7	witness 52:10	42:3
17:22 23:18	wife 12:23	52:12 56:1	70:21 77:14
97:5	23:6	woke 62:16	80:6 99:25
whenever	wild 30:3	77:1	worker 15:7
89:16	wildfires	woman 99:17	workers
where's 11:17	49:1 70:6	100:3	15:3
Whereupon	70:9 83:4	women 5:10	15:14 20:16
100:20	87:5 87:6	21:9	28:5
wherever	87:11	86:23 91:10	28:23 81:17
70:19	wildlife	wonder 84:1	81:18 81:19
whether	30:17 70:5	84:1	working 15:21
3:10	willfully	wonderful	32:14 73:10
22:22 23:24	98:7	13:11	75:17
24:1 24:1	WILLIAM 18:8	woods 23:19	100:11
25:3 25:6	Williams 18:8	work 5:16	world 7:21
25:6	Williamson	7:23 8:14	61:5
25:10 84:16	51:20 51:21	11:25 12:10	65:18 85:15
85:11	willing	12:16 13:23	87:9
whimsical	99:3 100:3	15:1 15:3	87:14
62:1	willingly	15:5	100:19
white 37:13	98:6	15:15	world's 97:21
37:13 37:24	Willms 49:9	17:2	97:25
99:19	49:9	19:18 20:14	worried 8:5
whoever 34:18	Wilson	21:7 21:8	11:20 32:16
whole 3:2	28:21 28:21	21:9	worry 58:6
16:11 18:17	wind 74:4	22:12 22:13	worse 59:7
24:3 25:1		22:18	62:17 65:25
34:6			83:6

<p>worst 46:13</p> <p>worth 8:1 63:11</p> <p>WR 41:25 42:4</p> <p>written 96:17</p> <p>wrong 51:17 71:8 72:11</p> <p>Wyoming 4:20 43:7 77:13 79:14 88:9</p> <hr/> <p style="text-align: center;">X</p> <hr/> <p>XYZ 78:14</p> <hr/> <p style="text-align: center;">Y</p> <hr/> <p>Yakama 45:2 45:4 45:5 45:14 45:18 46:15</p> <p>Yakima 99:16 100:3</p> <p>yard 21:2 47:11 47:14 50:23 57:24 59:3 80:15</p> <p>yards 37:20 62:4 92:15</p> <p>year's 63:23</p> <p>yesterday 97:17</p> <p>yet 9:19 15:23 22:16 64:9</p> <p>York 37:16 81:19</p> <p>you'll 6:9</p> <p>young 13:5</p>	<p>23:12 23:14</p> <p>yourself 6:6 20:9 20:10 94:10</p> <p>yourselves 35:13</p> <p>youth 62:21</p> <p>you've 6:2 21:10 82:16</p> <hr/> <p style="text-align: center;">Z</p> <hr/> <p>zero 63:18</p> <p>zones 50:24</p>		
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