

Individual Verbal Comment (Recorder)	Individual Verbal Comment (Court Reporter)	Public Verbal Comments (Room 1)	Public Verbal Comments (Room 2)
1 Susan O'Hara	N/A	1 Steve Stuart	1 Jack Burkman
2 Shawn Ihmoda		2 Nina Thrun	2 Richard L. Meyer
3 John Lason		3 David Finn	3 Paul Greenlee
4 Bruce Johnson		4 Taizz Medalia	4 Doug Nicoli
5 Erica Wrench		5 Dianne Winn	5 Tom Baran
6 Lisa Melis		6 Brett VandenHeuvel	6 Sean Guard
7 Evan White		7 Roger Winn	7 Jodi Parker
8 Judie Champie		8 Tom McConathy	8 Toni Montgomery
9 Diane Coser		9 Alden Moss	9 Dorethea Simone
10 Chris Ortelano		10 Don Orange	10 John Boonstra
11 Roger Wynn		11 Unidentified Speaker	11 Kate McBride
12 Jean Mullin		12 Barbara Ford	12 Keith Brown
13 Denise Lawson		13 Marion Ward	13 Bonnie Milzer
14 Judy Tiffany		14 Ed Roane	14 Andy Harris
15 Bill Savory		15 Sharon Bucher	15 Carolyn Buell
16 Glacier Kingsford Smith		16 Adriaan Snyman	16 Patricia Kullberg
17 Dave Miller		17 Brant Foster	17 Zeke (with parent)
18 Nikki Trana		18 Dave Goldberg	18 Linda Felder
19 Jeff Stoukey		19 Karen Jones	19 Dave King
20 Dan Steinke		20 Mr. Wichar	20 Teresa Robbins
21 Michale Telsh		21 Chris Dudley	21 Jim Ebersole
22 Grant Sejer		22 Noreen Hine	22 Dave Meyers
23 Alden Mas		23 Don Steinke	23 Gail Keizer
		24 Mike McDonald	24 Charles McCarthy
		25 Jim Seger	25 Bob Rees
		26 Kay Ellison	26 Carly Marshall
		27 Rik Smoody	27 Sue Gay
		28 Michael Lang	28 Mary Lyons
		29 John Orr	29 Warren Shoemaker
		30 Don McDermott	30 Catherine Chudy
		31 Dr. Theodora Tsongas	31 Carter Moore
		32 Allen Evans	32 Carol Ross
		33 Vicki Holman	33 Les Anderson
		34 Ramona Rex	34 Sonja Roe
		35 Troy Paulson	35 Ernest Wood
		36 Desiree Hellegus	36 Ralph Schmidt
		37 Beth Doglio	37 Chris Bartolone
		38 Eric Strid	38 Sandy Wood
		39 Peter Cornelius	39 Bob Cohen
		40 David Mitchell	40 Rob Hill
		41 Claudette Ross	41 Jim Chase
		42 Jill Sughrue	42 Jane Nicolai
		43 Ray Witter	43 Shannon Walker

Individual Verbal Comment (Recorder)	Individual Verbal Comment (Court Reporter)	Public Verbal Comments (Room 1)	Public Verbal Comments (Room 2)
		44 Dave Berger	44 Mike Rockwell
		45 Nicolette O'Connor	45 Kathleen Patton
		46 Nick Engelfried	46 Steve Dragich
		47 UNIDENTIFIED SPEAKER	47 Marilee Day
		48 Sarah Collmer	48 Paul Schwabe
		49 Dick Rex	49 Bill Giddings
		50 Emily Schrek	50 Phil Prewitt
		51 Dave	51 Elaina Wolfe
		52 Tom Tilton	52 William Olson
		53 Unidentified Speaker	53 Scott Davidson
		54 Crystal Elinski	54 Darrel Hayes
		55 Mary DeVany	55 Kevin Gorman
		56 Jim Ebersol	56 Darren Williams
		57 Pollard Dickson	57 Lloyd Marbet
		58 Teresa Flodin	58 Thomas Scharf
		59 Carol Cohen	59 Kirk Sides
		60 Edie Cotton	60 Samantha Lockhart
		61 Doug Campbell	61 Ron Tiffany
		62 Charles Johnson	62 Larry Purchase
		63 Jeff Pyle	63 Kenny Jones
		64 Mary Kathryn Krygier	64 George Kolin
		65 Dan Weiland	65 Bethany Cotton
		66 Tim Norgren	66 Kevin Foster
		67 Roxy Giddings	67 Emanuel McVay
		68 Nan Wigmore	68 Jean Baker
		69 Rick Schmitt	69 Cliff Goldman
		70 Jasmine Zimmer-Stucky	70 Elizabeth Graser-Lindsay
		71 Don McKinlay	71 Maryanne Nelson
		72 Mytzi Rudolph	72 Dick Harmon
		73 Margie Kircher	73 Susan Schwartz
		74 Barbara Sack	74 Joe Weedman
		75 Chuck Johnson	75 Mike Moser
		76 Dan Sears	76 Dave Shelman
		77 John Nelson	77 Gregory Socha
		78 Charles Miller	78 Virginia Nugent
			79 Mark Chamberlain
			80 Jeff Stokey

Individual Verbal Comments (Tape Recorder)

Jean Mullin

2624 East 6th Street, Vancouver, WA

I came here today because I'm very much against having coal shipped across our state and shipped across the Northwest. I'd like to say that we are here at an institute of education, which is geared towards the future and we are talking about a fuel that was first used 3,000 years ago in China and against which the Chinese people are now organizing because of the level of pollution in their country. Three years ago I lost my 401k through the crash, had to make a decision about my life, whether I was going to stay in the past or move to the future. I've gone back to school to retrain in a job as a mental health and addictions counselor that I can do sitting down for a long time. I understand that there are people here today worried about their jobs worried about what kind of work they are going to have. Again a decision has to be made if we are going to cling to the past or move to the future. I would just like to say if I could to every one of these people, before you leave campus today go to admissions, get a catalog, get an appointment with a counselor, move to the future. Buggy whipmakers had the same problem when they saw horseless carriages rolling down the roads. You have to choose the future, it's time. As far as oil and fossil fuel companies they know that this is coming. They are not really fighting it. What they are doing is they are investigating and researching and trying to gain control of it and once they have control and they know that they can sell us sun and wind the way they sell us oil and coal, they will let this go. These people agitating for jobs and trying to work in an old, old, old capacity will be let go. I think that is all I need to say. I think we need to move into the future. I am very very concerned. If a person my age can move into the future, younger people can move into the future. Jobs should not be a major consideration for this. We all can retrain. The average American worker has 17 jobs in the length of their life. I've worked at least that many. Please do not let jobs be a consideration for this. They are not worth death and ill health. Thank you.

Denise Lawson

704 West 26th Avenue, Kennewick, WA 99337

My comments are we need this facility in the state of Washington to not only provide jobs, but to provide the tax base for our state and I feel that a lot of issues they are taking one issue instead of looking at the facility itself and how it will impact our communities for jobs and for the trickle down. I feel that we need to really stick with the issue of the facility and not that it is shipping so many trains and so much coal. It's not about that, it's about a facility that can produce jobs and give us the economic stability for our state. I feel that it is important to...but, I just feel that we need to have the real issue looked at and not keep getting diverted.

Judy Tiffany

2609 Neils Lane, Apt 2, Vancouver, WA 98661

I am here because I think that the problem with shipping coal to China, which is a bad thing, is that people forget that the wind comes from China. When they burn coal it isn't good for us to breathe. We end up breathing it even though we don't burn it here. I have a problem with some of the people saying that the coal trains will be covered. My understanding of the coal trains, if you cover them they could catch on fire. Then they are saying that they will create jobs, but when I went to go talk to the people to ask them what jobs they were creating in front of Clark College they told me I had to leave, if I didn't

leave they would have me arrested. I am chairperson for the neighborhood association where I live, PCL for my precinct, involved with CTRAN, and my church. I am a community volunteer.

Bill Savory

Portland, Oregon

I am here to give my comments on the Gateway Pacific Terminal EIS. The reason I'm interested, I've been a member of the City Club Research Committee, City Club of Portland on Air Quality Regulation in the Portland Metro area for the last 11 months. As a research committee member I have studied the adverse health effects about air toxics emitted by industrial processes, the use of chemical agents, and combustion engines. In addition, my qualifications include 30 years professional experience as an academic researcher in energy conversion and diesel combustion. Secondly, I'm an active recreationalist who spends a lot of time in the Gorge hiking and kayaking. Last year I spent about 20 days total in the Gorge recreation activities. The important things that I want to talk about is first of all world climate change and the greenhouse gases. It is fairly obvious, but they should include direct emissions from the coal trains, emissions from the operating terminal, emissions during terminal construction process, and emission from the coal ships. The second thing is that undoubtedly the Columbia River rail bed will have to be expanded to accommodate the increased train traffic resulting from the operation. There will be environmental impacts due to riverside construction along sensitive areas and in estuaries. Derailments along the Columbia River are frequent and increased traffic will no doubt cause an increase in their frequency. This can lead to water contamination by toxic metals, polyaromatic hydrocarbons, from spilled coal. And so, the applicants should consider this in the EIS and develop emergency, recovery, and mitigation plans. The next issue <ran out of time>.

Glacier Kingsford Smith

651 NW Sundown Lane, White Salmon, Washington 98672

I live in the beautiful Columbia River Gorge, which I moved to because of its beauty. I am very concerned about the amount of coal that is going to be moving through the Gorge and is moving through at this time. I have friends who in 30 seconds can fill two, 5-gallon buckets by going out by the railroad tracks that's full of coal. This is going to go into our river. I am asking that you have a broad and long-term EIS. Please, I urge you to make it broad, I urge you to make it long-term on the real long-term costs of having this coal go through the Gorge, as well as through the entire state of Washington. I know there are other arguments to have it go over the pass to go up to Bellingham. I also want to go on record as saying that I'm disappointed that we are pitting down jobs against ecology. I think this is a simple, water-downed answer. We need a third model. We need a green energy, which would create jobs and noting that so much TART money has gone into new roads and new overpasses, things that I have seen built in the greater Seattle area, and very very little of it going into green energy, it is very disappointing and I ask as a constituent of the state of Washington that you really work hard on getting an accurate, long-term, broad study. Thank you.

Dave Miller

3509 NW Third Avenue, Camas, Washington

I would like to speak for someone that couldn't be here today, which is the wildlife and habitats of the Gorge. Especially the wildlife and Steigerwald, Franz Lake, and Pierce National Wildlife Refuges, where I am a frequent volunteer. My concerns are that wildlife are frequently killed by trains in the Gorge. I've done GPS surveys along the tracks of the Pierce Refuge and in the 2.5 miles of the tracks that go through the refuge I've found the remains of at least 29 large animals killed by trains, mostly elk, but also deer,

raptors, coyotes, etc. Increasing train traffic will also increase the amount of wildlife killed by trains. This project that we are talking about tonight will increase the coal car traffic from about 87 cars per day to 1,370 per day, and if all the projects go through that will be about 3,300 cars per day, which is 38 times the current traffic. Of course there is other traffic as well, freight trains and passenger trains. Increased train traffic will impede or stop wildlife migrations. Wildlife currently cross the tracks frequently and if there is a train on them most of the time they won't be able to. Coal dust, each car is expected to lose at least 500 lbs of coal along the routes and 500 lbs times 3,300 cars per day equals a minimum of 1.6 million pounds of coal per day, which is going to build up pretty quickly and the coal contains mercury and other things, which over time will build up in the soils and waters along the tracks causing harm to wildlife, especially fish, and things that eat the fish. And also the state endangered western pond turtle, which lives 200 feet from the track of the Pierce Refuge. I am also concerned about cumulative impact of all these proposal and they should be considered together and not each individually. I have some pictures of the wildlife that were killed, plus an article I wrote, plus a CD with all my data.

Nikki Trana

3517 NE 151st Court, Vancouver, WA 98682

This is a very strong feeling for me because I know that there are so many people out there that are looking for work. It is very difficult to choose between humanity and our earth. But if we don't have an earth, there won't be any humanity. A couple years ago I lost my grandson not due to anything environmental but I just know that one day I'm going to be a grandmother again and I want that child to have a place to be. I want them to go whitewater rafting and hiking and go through Clackamas and go through Washougal and enjoy the environment that we are trying really hard it seems like to get rid of so quickly and I just pray and hope that one day that we can find a better way to turn our lights, better way to heat our food, better way to feed our families, and to have jobs. There so many educated and beautiful people on this planet. There has to be a better way than this coal. There has to be. You have your educations use it for the good and stay away from things that are polluting our home. Thank you for your time.

Jeff Stoukey

3656 NE Wasco Street, Portland, OR 97232

I am a 4th generation Washingtonian born and raised in the Okanagon Valley and a 20-year resident of Portland, Oregon. I live 3 blocks from the I-84 transit corridor, which includes a major rail line through Portland. I want to make it clear to the Washington Department of Ecology and the Army Corps of Engineers that I am adamantly opposed to coal exports because of my concerns about the impacts on this beautiful green planet we all inhabit. Today we face nothing less than a global crises. Climate disruption and the end to life as we have known it, all at the hands of the fossil fuel industry which is driven by unprecedented greed and shortsighted delusion. We currently have all the scientific and technical knowledge and the physical resources to get 100% of our energy from renewables according to Mark Z. Jacobson, Professor of Civil and Environmental Engineering at Stanford University. Feed-in tariffs, which have helped put Germany and Ontario, Canada at the forefront of the transition to green energy are an important policy tool to incentivize this transition. Renewable energy already employs 2.7 million workers more than the fossil fuel industry and studies have shown that green energy will continue to create far more jobs than fossil fuels. A U.S. lead green industrial revolution will move our economy forward, create millions of new jobs, and help ensure a livable planet for future generations. Global climate change is here. Future generations are watching to see what actions we take to reverse it. Thank you.

Don Steinke

4833 NE 238th Avenue, Vancouver, WA 98682

I am a former member of the Clark County Clean Water Commission and the Endangered Species Act Speakers Bureau and a retired science teacher. For a long time I thought that coal dust was not a problem until we collected several bucket loads of coal dust along the Gorge and I took one tablespoon of it and dumped it into this pint jar of water and was wondering, does the coal dust just float? That would be good because then it wouldn't settle on top of salmon eggs and smother them, but the coal dust that we see right here in my hand gradually settles down and it's been walked around the building and hasn't settled yet so that would smother salmon eggs, that is illegal. If our County Commissions or Whatcom County Commissioners allowed that to go down the storm drain, or if it had a construction site where the mud got out into the streets or went down the storm drain, it would be fined \$25,000 a day for each outfall and yet each train car has 4 outfalls and the train dust comes out the bottom when it rains. The rain washes through and washes the dust out, but even when it is dry it shakes out the bottom and that should not be. The fish are a threatened species and this is killing the salmon eggs. Next topic is CO₂. I don't know why you are not considering CO₂. The Supreme Court says in 2007 that CO₂ is a pollutant. You should consider it. The impacts would be significant.

Michael Tausch

Vancouver, WA

I want to echo all of the sentiments expressed by those who oppose this terminal and the coal trains through Washington. I for one am tired of succumbing to corporate greed. We have to change. We are committing collective suicide if we allow these carbon emissions to continue and we all know that however pristine and immaculate that facility in Whatcom County may be, it's not the same in China and all of the pollution that is going to come out of those Chinese factories is not going to stay there. We have only to look at what happened with the Japanese earthquake and tsunami to recognize that. We have an obligation as a country to take the lead. I don't believe it is a question of jobs or the environment. We have to lead the transition to a cleaner environment. Let's put people to work on alternative energy projects while maintaining the health of the community. Thank you very much.

Grant Sawyer

191 Hawksview Road, Woodland, Cowlitz County, Washington

I am here tonight to say that we have a question of either burning coal or having a livable planet. Because of that fact and all the scientific evidence supports that, including the testimony here today in the public part of the hearings. So unless you are doing a comprehensive, region wide, in fact worldwide EIS, you are not doing your job, which is to evaluate the impact of this project on the environment. So that, as we know, we are talking about the destruction of lands in Montana and Wyoming to mine it, transporting it through the national scenic area, the Columbia River Gorge, through the metropolitan areas of Portland and Vancouver, on up through Seattle and Tacoma, to Bellingham where it is shipped to Asia where it is burned and the byproducts of combustion are returned to the United States through the prevailing wind patterns. If you are not doing an EIS on every one of those points, you are not doing your job to evaluate the true impact of this project. So I hope you want to do an honest evaluation of this project. And I want you to note tonight the testimony was virtually all against it because you finally had a democratic process. Your first two hearings on this proposal in Washington state, you allowed the mobs to rule and they had hired guns. It happened the first two rules, you had a terrible process, it was mob rule, this is a democratic process, when the people speak, notice they are all against it.

Alden Mas

I am here to comment that I have lots of concerns about other things besides the immediate environmental effects from things like coal dust and diesel. I have concerns about trains derailing. Coal builds up on the tracks and causes excess heat and friction and this causes the trains to derail and they tend to go in an accordion-like fashion. There have been four fatalities this year so far, I think 30 some train derailments in 2010 from these coal trains. In addition to the derailments, I have concerns about the economic prospects of this plan. This would only create a handful of jobs and they wouldn't be all that good of jobs. But eventually, what is going to happen is it is going to cause way more jobs to be lost. For farmers, fishermen, and other people who depend upon the land and the environment for their jobs. In addition, it is going to affect people who other businesses that want to come to Oregon and Washington because they are not going to want to come to a place where the environment is polluted and where the people are going to have health problems. Also, this coal will be shipped to China. What is going to happen from this is there is going to be even more climate pollution. As they burn it, more CO₂ will be released. Our climate is already almost at a point of no return according to top scientists like James Hansen of NASA. This is really concerning if we have 6 degrees of global warming by the end of the century, we could be in for a mass extinction event. I would also say that when China burns stuff, it is not just their problem, it is our problem. What happens is, they burn it and then all the pollution comes back here. Studies have shown about 20% of it returns to us and these are toxic pollutants like mercury, sulfur compounds, things like that, nitric compounds, things like that that are really harmful.

Patricia O'Shea

4122 NE Hazelfern Place, Portland, Oregon

I have a partial share in my families old home on the Great South Bay on Fire Island. I sit here wearing a red sweatshirt that says Fire Island. This is a barrier beach off the south shore of Long Island. I would like the scoping to include the impact of the rising of the seas. My village in the Hurricane Sandy was inundated by a great surge of water coming from the Great South Bay. Never in its history, ever, has there been this kind of rise of water and it has been gradually creeping up through the years. The water inundated my village, it took away all the boardwalks and the infrastructure, it destroyed the dunes that protected us from the ocean. It wiped away \$20 million worth of sand and my house was flooded on the first floor and all the appliances wrecked. The electrical system of course, but it didn't get up to the second floor. But it did do worse in some other villages, parts of the village. Houses further down the island fell right into the sea. Anyway, the point is I've lived through Hurricane Carol 1953, I lived through Hurricane Bob, I've lived out there through hurricanes and of course this island was under mandatory evacuation and worse came true. So, please include the rising of the seas that have brought so much damage to us and to the Philippines and the typhoon that has just occurred. It is real and we are one world. My second thing is this, a person who studied medicine at Johns Hopkins reactive airway disease and asthma conditions in children and emphysema in adults, the mixture of air pollution and smoking is disastrous for human breathing. Please include the diesel fuel spewing the environment, as well as of course, the potential for coal dust coming off those trains. We know trains derail. They have derailed China, France, everywhere. Where there are trains they brag about they derail, dust will escape. But I'm asking you to just think about the heaviness of those coal trains and the length gradually going up these slopes and down, to come all the way down across the Columbia Gorge, which is under environmental protection by the federal government because of its outstanding beauty and the tourism industry there, which will be wrecked by constant coal trains and great barges also with the potential to spew coal dust. Coal dust, diesel fuel, we are talking about reactive airway disease, emphysema. I should tell you what lungs look like. I have seen them in pathology coming out of buckets that have cancer in them and what it is like when you see them full of coal dust in the lung. The lung itself is hard as hard and it is shiny

black like a lump of coal. Shiny shiny shiny black. Kind of a beautiful shine, but when you think it is a human lung where some person struggled to breath as they lost their life desperately trying to get air. Do not do this to the beautiful states of Oregon and Washington. It is a magical environment. We don't need those jobs. The 15, 20, 30, 50, 70 jobs of the barge people and the train people in Morrow and so on, whoever has a few jobs to build the structures.

Susan O'Hara

206 NE 126th Avenue, Apt Q175, Vancouver, WA 98684

Wines Northwest.com

Wines Northwest promotes wine tourism in the Columbia Gorge. I have been in business since 1997 and I am concerned, I was also one of the principals in getting the Columbia River Gorge National Scenic Area established in 1986. I had hoped that that legislation, federal as it is, would protect the resources of the Gorge. That tourism resource seems in jeopardy with the increase of coal transportation in the Gorge. I have talked to vineyard owners, people who grow the grapes, as well as winery owners, and their concern is that the increase in coal shipments will jeopardize not only the number of people who will want to come to the Gorge, but will also jeopardize the health of the vineyards. The potential affect on water resources, the vineyards, tourism, and actual safety in the Gorge, as far as the coal flying off of trains, the dust flying off of trains, which can cause accidents. Current coal spillage is observable and can be photographed. My suggestion for avoiding and minimizing or mitigating the affects, is anyone looking at covering the coal cars?

Shawn <Charlene?> Ihmoda

930 Severcroft Drive, Apt E28, Hood River, Oregon

I want to address the mercury issues in coal burning. I have a little bit of anecdotes. One is that growing up we did have a coal furnace. My brother and I our job was to clean the __ from the coal furnace and my brother has had severe asthma his whole life. He did more of the coal furnace work than anyone else in our family and has subsequent asthma his whole life. He had asthma as a very young child right around that time we were doing the coal furnaces when it developed. The second thing on the mercury burning, many people do not know that in the winter time where we are receiving in the Gorge air from Boardman that contains a high amount of mercury that contributes to the seasonal affective disorder (SAD) because high concentrations of mercury cause depression. Also, just to let you know as an aside about mercury, many dentist do still put mercury fillings in. They have the highest rate of suicide of all physicians. There are many nurse dental assistants whose children are born with birth defects and they have been suing in class action suits. So the mercury issue, especially with coal, is a very serious issue and we already know about the mercury in our fish. Thank you very much. Coal is very toxic and very poison and we don't want to add more poison to our air and we are hoping the DEQ will not be in favor of putting more pollution in our air.

John Lawson

704 West 26th Avenue, Kennewick, WA 99337

I am here to give my comments on the coal facilities that are being built up in the Bellingham area. I wish to express my concern that these jobs not only affect the individuals that happen to be operating trains taking trains to and fro, but also the individuals that will be working in the facility. My wife and my case, it creates a stability that allows my wife to open her own business, who in turn employs people in her business, who in turn requires services from the general population, and so this money all trickles

down to create a broader tax base of which the State of Washington has been hurting over the last few years. We have been reducing how we pay for our liabilities, whether it be through Department of Social and Health Services or from increases the taxes to pay for our roads or whatever the case is, and I think this is a great time to seize the opportunity to increase our tax base to provide for the people here in Washington. I genuinely believe that if we don't capitalize on this opportunity or if we over regulate this opportunity, that we'll miss this opportunity and our neighbors to the north, I'm sure, will be willing to seize this opportunity. There is a considerable amount of work that could be here in the state of Washington for our kids and our grandkids, and our great grandkids.

Bruce Johnson

62 Puzzlewoman Road, Washougal, WA 98671

I own property in the Columbia River Gorge National Scenic Area. It is located a mile east of Cape Horn. The problem that I'm having with this is both at a micro and a macro scale. At the macro scale, I see there are up to seven proposals and I believe that in order to evaluate all those proposals they need to be evaluated in the aggregate. You can't look at each separate proposal because each one may have minimal impacts by itself, but add it together, the combined impacts will be greater than the individual proposals. At the micro scale, my house is located 125 feet from the tracks. Now it has been reported in print that there could be up to 54 daily trips by trains through that corridor. One proposal says they will add 9, another says 27, so I did a calculation and it works out if you add the existing trains that actually go through that, which varies from 20 to 24 in a given season, there is a possibility of 51 to 78 daily trips and if you translate that that is into a trip every 28 minutes or a trip as frequent as every 18 minutes if the estimate of 54 trips is accurate. My view is you need an EIS and it needs to be sponsored and organized by one entity so you evaluate this in the aggregate and we need to look at it in terms of its impact on an 80-mile Gorge area and the 1,110-mile to 1,200-mile rail corridor under consideration. The rail corridor is similar to a freeway corridor. When we do freeway corridors for proposed improvements we require EIS and you need to do that for this rail corridor. The Gorge Commission should take a position on this, they haven't yet, but they need to. When I built a house I was told that I had to adhere to a bunch of regulations. I did. One of the regulations was that they wanted my house to appear as a shadow in the landscape and so <time ran out>.

Erica Wrench

2019 Montello Avenue, Hood River, OR 97031

I am testifying today because coal equates to climate change. Coal export, export terminals, shipping, mining, and burning of coal equates to business as usual, a model of the industrial growth society, which measures its success and sets its goals by how fast it grows. This unsustainable model of growth has accelerated the affects of climate change to the point that it is no longer marked in geologic time. It is now measured in real time. Storms, melting icebergs, rising water, draught, and it has to stop. Peabody Coal has to be stopped or their business-as-usual model will adversely impact way more lives from Montana to China than it would ever create in a number of jobs here. I demand that the WSDOE broaden its scope in the EIS to study the health, environment, and safety risks of mining coal in Montana. I demand the scope include the potential impacts of shipping coal by rail through my community and others across the Northwest. I demand the known global impacts of burning coal abroad be included in the scope. I hold you, the WSDOE, a public agency, responsible for being the voice of the public in matters of the environment responsible and I insist that you consider all the impacts of the 54-million-ton-per-year coal export terminal at Cherry Point proposed by Peabody Coal. Thank you.

Lisa Melis

835 SW William Drive, White Salmon, WA

I would like to go on record stating my concerns about the long-term impacts of this happening. Particularly the impact on air quality and the natural environment, in the area in which I live and for all the communities along the transportation route. I am also really concerned about the economic impacts of this. I would like to ask that there would be a thorough EIS study done. That it include as many aspects under consideration as possible.

Evan White

4553 Brock Loop South, Salem, OR

I have researched this issue extensively and I think it will have a tremendously negative effect on the Pacific Northwest. One area that concerns me particularly is the affects of traffic on local business emergency responders and citizens. The Federal Railway Administration, the Oregon Department of Transportation, and the Washington Department of Transportation do not regulate the amount of time a train can block a crossing. If any improvements are made in the way of highway or crossing overpasses by local government to deal with this situation, 95 percent of the cost would be borne by the local government, and as we know local governments are very strapped for cash. They need every dollar they have for police, fire, and library services, parks, and so on. The cost of waiting at the tracks will not be reflected in the price of coal sold to China. The only people who will really benefit from this will be producers in Asia who compete with U.S. manufacturers and the multi-national coal companies who mine coal under noncompetitive conditions, strip mining the coal, and buying it from the Federal government at practically the price of dirt. Recently Kidder Peabody purchased coal at \$1.11 per minable ton and this coal can be sold in Asia for over \$100 a ton, but of course that doesn't mean that they make a \$99 profit <time ran out>

Judie Champie

5810 NE 102nd Avenue, Vancouver, WA 98662

I am a member of Centers for Biodiversity, Environmental Defense Fund, Nature Conservancy, Sierra Club, and it is vitally important, I think, that the Army Corps of Engineers and State officials and everybody involved look at the issues of coal being highly volatile and explosive. That is one of the reasons it can't be covered as it transports through populated areas and through the land spewing out dust that is toxic. The other concern I have is that we are shipping coal, which is a dirty energy, polluting energy, we know that historically through all of the records that have been kept, socially, scientifically, and so forth, and look at our East Coast now. You are shipping it to China, one of the most heavily populated areas and the air currents that flow, flow back this way to us in the Northwest and the United States. We know that they will be sending pollution our way and I would urge you to carefully look and consider all the destruction that is taking place to our environment and our planet, flora, fauna, people, etc., and look at what the track record is for safety for these things and I thank you very much for your time.

Diane Coser

17818 NE 201st Court, Brush Prairie, WA 98606

Because the proposed Cherry Point Terminal impacts not just Bellingham and the environs, but a multitude of communities along the route to Bellingham, I submit that a programmatic EIS is essential. Of special concern to me, in addition to the environmental impact mentioned by others, is the negative economic impact. A 2007 study prepared for the Washington State Transportation Commission estimated Washington rail use at 70% of capacity. They noted also that operation could be done at 80%

of theoretical capacity, but even minor disruptions would be problematic. All the proposed additional rail traffic for coal will push that capacity to the limit and beyond. They lead to reduction of services or higher prices for the agricultural, wood products, and other rail-dependent industries of Washington, as well as disruptions to rail travel. They noted that “grain growers are dependent on efficient, reliable, affordable service to get grain to market and have complained about the timeliness and reliability of service to elevators and about rail rates for grain shipping.” In order to mitigate the impact to the gov, I perceive the state and federal government being pressured to expand rail infrastructure. That represents a huge potential expense that would far outweigh the reality of few jobs and questionable tax revenue being touted by the industry. In addition, well-regarded experts note the unreliability of the Chinese market. It is predicated on the cost of purchasing coal versus mining and transporting their own substantial coal reserves or alternatively purchasing better quality coal from geographically closer sources than the low-quality PRB lignite. I urge you to examine these issues in an area-wide EIS. The affected region is large and so are the impacts all for the benefit of the coal industry.

Chris Ortelano

Milwaukie, Oregon

I am coming to you to ask for the following areas of concern to be considered in the Draft EIS. The first area would be congestion as it relates to traffic on the rail lines and also at all the rail intersections. The second would be necessary improvement to the rail intersections particularly in the urban areas that are highly populated. The third concern is the affect on emergency services, that would be police, fire, and ambulance. The fourth concern would have to do with property values, particularly residential and commercial businesses located along the rail lines. The fifth concern has to do with the negative impacts to existing jobs. For example, reduced economic investment in some of the smaller towns that would not result as a result of the rail export lines. The next concern has to do with marine impacts, in particular, with fisheries and Native American treaty rights. So, in particular, Native American fishing rights and treaty rights, in addition to potential hazards. The hazards related to coal dust, the hazards related to diesel emissions, and also the possible derailment of a train or collision of a barge related to the export of coal. Finally, I want you to address the range or period that your study will be addressing. Will it address the period of 5 years, 15 years, or 55 years?

Roger Wynn

My concern is for the big picture. The global warming issue that everybody by this time has now become very familiar. We know of all the negative results from shipping coal, the health benefits, the environmental benefits, all negative. But, the big picture is global warming. My concern is that if we ship coal into the world market, mostly to Asia, but it would be on the world market, what it will do is increase the amount of coal that is available, and that would reduce the cost of the coal, the price of the coal, which would simply encourage more consumption of the coal, and the more coal that is consumed because the price is low, the longer it takes to look for the alternatives, such as solar and wind and whatever other alternatives there are. That is where we should really be focusing our attention. So adding more coal to the world's supply is the last thing we should want to do.

Public Verbal Comments (Room 1)

ENVIRONMENTAL IMPACT STATEMENT)
)
FOR THE PROPOSED GATEWAY)
)
PACIFIC TERMINAL/CUSTER SPUR)
)
)
)
SCOPING MEETING)
)

NEPA AND SEPA SCOPING MEETING

* * *

December 12, 2012

1933 Fort Vancouver Way
Clark College, Fisher Hall
Vancouver, Washington

SINEAD R. WILDER, CCR

Court Reporter

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

APPEARANCES:

APPEARING AS THE MODERATOR:

KRISTIN HULL
CH2MHILL
2020 SW Fourth Avenue
Suite 300
Portland, OR 97201-4973
503.235.5000

PANEL MEMBERS:

Danette Guy
US Army Corps of Engineers

Brendan McFarland
Washington Department of Ecology

Diane Butorac
Washington Department of Ecology

Jeff Hegedus
Whatcom County Health Department

ALSO PRESENT:

Members of the Public

INDEX

PAGE NO.

Introductions	3-9
Comments from the public	9-132

1 VANCOUVER, WASHINGTON; WEDNESDAY, DECEMBER 12, 2012

2 4:00 p.m.

3 * * *

4 MS. HULL: This is Kristin Hull. Good
5 afternoon. Thank you all so much for being here.

6 We have our co-lead agencies here. On
7 behalf of the co-lead agencies, I want to thank you
8 so much for being here and participating in our
9 process.

10 We have a representative of each of the
11 co-lead agencies.

12 And now I know your names.

13 We have three people today. Danette Guy
14 from the Corps of Engineers, Jeff Hegedus from
15 Whatcom County and Brendan McFarland from the
16 Washington State Department of Ecology here today to
17 hear your comments.

18 I'm Kristin Hull. I work for CH2MHill,
19 and I am here working on the behalf of the co-lead
20 agencies to help conduct the scoping process.

21 AUDIENCE MEMBER: It's very hard to hear
22 you.

23 MS. HULL: I'll move this closer to my
24 mouth. Is that better? By the end of evening I'll
25 know how to use a mike.

1 My job here is to ensure that all of you
2 have an equal chance to provide comments. And I
3 want to make sure we have a safe environment, and
4 that everybody who has chosen to speak has a chance
5 to speak and can be heard by all.

6 So I'm going to provide you instructions
7 on how this meeting is going to go, and then we will
8 get to drawing numbers. So we anticipate there are
9 going to be a lot of people here who want to make a
10 comment. So if you want to make a comment tonight,
11 there are four options. You can complete our
12 written comment form; you can complete a comment
13 form online at our website; you can make a verbal
14 comment here in this room, if your lottery number is
15 selected; or you can go back to the main area and
16 provide a written verbal comment. And that room is
17 upstairs in the main building you came from already.

18 But regardless of how you make comments, I
19 want to be clear that they're all going to be used
20 the same ways. So comments from the website,
21 emails, letters, written comments, spoken comments
22 are all going to be treated the same way by the
23 co-lead agencies, and each will be reviewed.

24 So I want to take a second to tell you a
25 little bit about the kind of comments that are most

1 helpful during the scoping process. And those are
2 comments on a reasonable range of alternatives on
3 potentially-affected resources and the extent of the
4 analyses we are going to conduct; significant,
5 unavoidable adverse impacts and measures to avoid,
6 minimize and mitigate the effects of the proposal.
7 So those are the areas that we're looking for
8 comments specifically on.

9 So while you're speaking tonight, a member
10 of our team will record your comments. But please
11 do understand, we are not required by state or
12 federal laws to have this verbal comment area during
13 the scoping process. So we're doing this, because
14 we've been hearing from folks that they need a
15 chance to speak in front of their fellow residents.
16 So we are doing this, but it's not the only way to
17 provide input.

18 So tonight we're doing something we
19 haven't tried before, and that is our random drawing
20 for the speaking slots. I expect that we'll be able
21 to accommodate about 75 people to speak tonight, and
22 so I'm going to draw tickets three times during the
23 meeting. I'll draw tickets in about five minutes,
24 and then I'll draw tickets again on the hour until
25 we're finished with the meeting.

1 Please do only put one number in the bin
2 yourself. And if you are not here to speak when
3 your number's called, we won't use that ticket
4 again. So you need to be here when your number is
5 called.

6 To accommodate as many people as possible
7 tonight, I'm going to limit you to two minutes, and
8 I am very serious about that two-minute limit in
9 order respect everybody's time. I will remind you
10 when you've got 30 seconds left, and the numbers
11 will be with you on the front screen. And I'll
12 remind you at 15 seconds. And at two minutes, if
13 you haven't wrapped up, I'll remind you very firmly
14 to wrap up. And if you still haven't wrapped up,
15 then I will come out and take the microphone from
16 you.

17 So I'll call three people forward at a
18 time. And then I'll ask you to speak in the order
19 in which you were called. You can go ahead and fill
20 out a blue card before you speak and hand it to me.
21 That'll help us to make sure we get your name
22 correct in the transcription.

23 And then one more rule about the co-lead
24 folks up here is they are here to listen to your
25 comments. They -- you'll notice, they don't have

1 microphones. And that's because they're here just
2 to listen, and they won't be responding to any
3 questions or comments this evening.

4 And so then a couple of things for all of
5 you to do while you're here. I notice many of you
6 have placards.

7 AUDIENCE MEMBER: I'm sorry. I missed
8 the intro. Who are these people?

9 MS. HULL: How about we introduce them at
10 the end as people come in, because we did that once
11 already.

12 We -- where was I? If you'd like to show
13 support for something someone is saying, I'd like to
14 ask you to do that silently. And the way I like to
15 have you do that is to hold a hand up in the air and
16 say, Yeah, that person is saying something I agree
17 with. You can also raise your placards, and as long
18 as you don't block the view of those around you or
19 otherwise cause any problems with those, you can
20 hold those signs up as well.

21 If you'd like to show disagreement with a
22 comment that's being said by somebody, please
23 quietly and politely hold your thumbs up in the
24 down -- or hold your thumbs in the down position to
25 indicate you disagree with the comment.

1 It's very, very important that we can hear
2 what's being said in the microphone and our
3 transcriptionist can get those comments down for the
4 co-leads sitting here. And for that reason I'm
5 going to ask you to be really quiet. So no side
6 conversations, certainly no conversation on cell
7 phones, no clapping, stomping, booing, any of that
8 sort of thing. And I really -- I haven't had any
9 problems up to this point with that, and I'm
10 confident you'll be just fine.

11 So that's the rules for the day. I'm
12 going to invite Commissioner Stuart to come up and
13 give a two-minute comment. And while he is
14 speaking, we're going to start to draw the numbers.

15 MR. STUART: Do you want to reintroduce
16 them?

17 MS. HULL: Oh, thank you for reminding
18 me.

19 Why don't you guys introduces yourselves
20 real quick.

21 MS. GUY: My name is Danette Guy. I'm
22 with the U.S. Army Corps of Engineers.

23 MR. HEGEDUS: Jeff Hegedus with the
24 Whatcom County Health Department.

25 MR. MCFARLAND: I'm Brendan McFarland

1 with the Washington Department of Ecology.

2 MS. HULL: Perfect.

3 All right. So take it away.

4 MR. STUART: Good evening. My name is
5 Steve Stuart. I'm the vice chair of the Clark
6 County Board of Commissioners. For the record,
7 Clark County requested to be made a party of record
8 for this project proposal.

9 The board of County Commissioners is
10 specifically requesting study of
11 potentially-significant adverse impacts on our
12 citizens. We have concerns with how added rail
13 track can harm the quality of life in Clark County,
14 especially for those living and owning businesses
15 near the rail lines. Impacts could include
16 emergency response delays, increased traffic
17 congestion, air and noise pollution due to idling
18 trains, air pollution created by coal dust, blocked
19 pedestrian and bicycle access to the waterfront,
20 destabilizing steep slopes adjacent to the tracks,
21 and changes to established quiet zones.

22 Considering potential impacts in Clark
23 County is crucial because of the costs associated
24 with improving rail crossings, which could be very
25 high in areas beyond the immediate project impact

1 area.

2 Also, Clark County cannot help but be
3 concerned about potential downstream costs
4 associated with all the impacts that have been
5 identified above and the improving of the rail
6 crossings with a significant increase in rail
7 traffic.

8 The County specifically requests that an
9 environmental review review carefully the regional
10 impacts of this proposal, including direct, indirect
11 and cumulative effects in Clark County. As part of
12 the analysis, the County thinks full consideration
13 of alternatives and mitigation measures are in
14 order.

15 Thank you very much for this opportunity
16 to speak, and thanks for hearing everybody that's
17 here.

18 Welcome. Thank you.

19 MS. HULL: Thank you.

20 I'm now going to do the random drawing.

21 Raza, if you'd like to come and report the
22 number for me.

23 Final numbers -- everybody who wants to be
24 considered in the drawing for the first round get
25 your numbers in here.

1 Okay. The random number drawing begins.

2 168, 184, 496 --

3 RAZA: I'm sorry. What was it?

4 MS. HULL: 496, 492, 494, 422, 248, 463,

5 483, 285, 488, 210, 070, 485, 043, 419, 115, 498,

6 249, 320. Can I have the first three numbers that

7 I called -- I'll keep going, but can I have the

8 first three numbers that I called start making

9 their way down to the front; that's 168, 184, 496.

10 If you guys can start coming down and filling out

11 blue cards, that'll help us speed things along.

12 376 -- okay. And you guys can just take

13 seats up there and start filling out the blue

14 cards -- 255, 399, 361, 146, 148, 555, 166, 543,

15 342.

16 And can I have one of the hosts in the

17 back come up and get the bucket, please, one of my

18 staff people. Yes.

19 All right. Number 165, can I have you

20 come -- or yeah, 165, can you come forward.

21 RAZA: 168.

22 MS. HULL: Or 168. I can't read that far

23 very well from here.

24 MS. THRUN: Okay. 168.

25 MS. HULL: Yes. Thank you. And you are

1 our -- there's your podium, and have at it.

2 MS. THRUN: Hi, everybody. My name is
3 Nina Thrun. My profession is a clinical research
4 associate. I worked in clinical research for over
5 15 years. I live in Camas --

6 AUDIENCE MEMBER: Can you move closer to
7 the mike, so we can hear.

8 MS. THRUN: I live in Camas with my
9 husband. We moved to Camas from Texas in order to
10 live in an unpolluted, quiet area. My husband had
11 a heart attack a few years ago and stopped smoking.

12 The coal trains traveling through Camas
13 will release significant amounts of diesel
14 particulate matter and coal dust and also will
15 increase noise pollution.

16 A review of scientific literature shows
17 that the human body is not equipped to safely
18 process the toxic sides effects of air pollution any
19 better than it is able to process cigarette smoke.

20 Data in medical journals show that diesel
21 particulate matter is associated with increased
22 cardiopulmonary mortality and increased heart attack
23 rates. There's no safe threshold that has been
24 established.

25 Noise pollution, short and long term, has

1 adverse health effects, and health effects including
2 ischemic heart disease and strokes.

3 We're building a house in what we felt was
4 a quiet, unpolluted area. We plan to stay here for
5 the rest of our lives. I'm very concerned that the
6 proposed coal trains will increase the
7 cardiovascular adverse health effects on my husband
8 and all Camas residents. Of course, there are many
9 other adverse health effects of diesel particulate
10 matter, coal dust and noise pollution, but I'm
11 focusing on one effect, which concerns me deeply.

12 Please study the impact of the proposed
13 coal trains on cardiovascular health and health in
14 general for all our citizens.

15 Thank you. I have provided references as
16 well.

17 MS. HULL: Thank you.

18 Can I have our next speaker.

19 MR. FINN: 496.

20 MS. HULL: Yes. Thank you.

21 MR. FINN: Hello. My name's David Finn.
22 I'm a resident of Clark County outside of Camas.
23 And I wasn't planning on speaking tonight, but
24 after sitting through some of the other speakers
25 and listening to them, I find that I have quite a

1 bit to say.

2 We live approximately four miles from the
3 tracks in a very pristine area over an acre,
4 acre-and-a-half. And every night, all night long
5 for the twelve years that we lived there -- and then
6 we lived up River Road -- up Washougal River Road
7 previously -- we can hear the trains regularly, I
8 mean, every train that comes through.

9 Now that there are silent crossings, we
10 don't hear the whistles as much, just at the other
11 end of town. But it is remarkable that every 20, 25
12 to 40 minutes all night long I still hear the
13 trains. And I'm in a brand-new house that's --
14 that's well-constructed.

15 Also, I was -- lived on the Columbia River
16 in 1980 during the Mount St. Helens eruption, and we
17 had a fair amount of particulate matter in mid-May
18 that was blowing through the area and continued to
19 blow through the area for the next two months, very
20 fine dust. And I do have hay fever, and the -- it
21 stretched out my symptoms for an additional eight
22 weeks longer than the normal season of six weeks
23 that I regularly have. So those are just two of the
24 things.

25 We did move to this rural area, because we

1 love it, and we love the -- the general feel of it.

2 And we don't want to see that ruined.

3 Thank you.

4 MS. HULL: Thank you.

5 Is number 184 here? No number 184.

6 All right. Can I have 492, 494, 422 make
7 you're way to the front -- 492, 494, 422.

8 Do we have 492? That's you. All right.

9 Can you fill out a card when you're done, please.

10 Thank you.

11 MS. MEDALIA: Hello. My name is Taizz
12 Medalia, and I've been a respiratory therapist for
13 26 years. And I've been made aware that -- through
14 that work that it's a lot easier to prevent
15 respiratory disease than to treat it once it's
16 occurred.

17 And we pretty well know what the risk
18 factors are: Pollutants in the atmosphere, such as
19 diesel and all the kind of pollutants that are at --
20 coal is loaded with. And each of these cars will
21 lose -- these mile-and-a-half-long coal trains will
22 lose one pound of coal dust per car per mile. And
23 people who live closer to the rail crossings will be
24 disproportionately affected. People who have
25 underlying respiratory disease will be

1 disproportionately affected.

2 We already have some of the highest rates
3 of childhood asthma and some of the dirtiest air in
4 many areas around here. And if we know that
5 something is harmful, why would we invite it in and
6 pay the costs for it? Who is this going to benefit?
7 Is anyone here willing to be collateral damage so
8 that a few multinationals can have a huge short-term
9 profit?

10 And as far as job creation goes, I guess I
11 could look out for my own job security and say that,
12 as a health care provider, I'll be certain to have a
13 lot of more years practicing this. But I don't
14 think it's in the public interest.

15 And also, if we know that something is
16 harmful to us, why would we then want to export it
17 to China and have it burned, creating more global
18 warming and blowing back on us in the form of
19 mercury --

20 MS. HULL: Thank you.

21 MS. MEDALIA: -- and toxins.

22 Thank you.

23 MS. HULL: Can I have number 494. 494?

24 And can I have 422 come forward.

25 MS. WINN: Hi. I'm Dianne Winn from

1 portland, Oregon. And early in my career I worked
2 as a registered nurse at a large hospital in
3 southern California.
4 I always hoped that I would not be assigned to care
5 for patients with emphysema and chronic obstructive
6 pulmonary disease; not because I didn't like the
7 patients, but because I hated the illness and what it
8 did to them. Nothing was more frightening and
9 distressing than a person struggling for every breath
10 and desperately gasping for air.

11 Symptoms for these chronic respiratory and cardiac
12 diseases can be treated, but there's no cure. Medical
13 complications often arise that require extensive and
14 costly treatments. It's not something that you would
15 want to wish on your worst enemy. Prevention is
16 critical.

17 Coal, the most polluting of the fossil
18 fuels, and fine particulate diesel matter are linked
19 to a number of debilitating chronic diseases. If we
20 allow coal companies to have their way, we can
21 expect further degradation of the public's health
22 and skyrocketing health care costs. It's immoral
23 for coal companies to continue to pollute our air
24 and heat our planet and value profits over the
25 health of people.

1 I urge you to conduct a health impact assessment or,
2 at a minimum, do a very robust review of the health
3 impacts and EIS, not only for this project, but for
4 all coal export projects in the northwest.
5 Thank you.

6 MS. HULL: Next speaker, please.

7 MR. VANDENHEUVEL: Hi. I'm Brett
8 VandenHeuvel. I'm the director of Columbia
9 Riverkeeper. And I encourage the Corps, Department
10 of Ecology to conduct a broad environmental impact
11 statement, to have that scope include things that
12 are critical to our citizens.

13 I've never seen an issue galvanize our
14 communities like coal export. People simply will
15 not accept having coal export transported through
16 our communities and put on ships and sent to China
17 and Asia to be burned.

18 The scope of your impact statement should
19 include climate, should include public health,
20 should include transportation, the impact on our
21 economy, our rivers, our salmon, the lungs of our
22 children.

23 This issue is so divisive that -- or not
24 so -- it's so -- coal export is so harmful to our
25 communities that people are standing up for

1 multiple reasons. I'm just going to touch on two
2 briefly.

3 One is climate. We cannot allow
4 additional coal export -- or coal to be sent to Asia
5 to be burned. We're at a tipping point for our
6 climate. And it's -- we're getting very, very close
7 to game over. The -- adding more coal to -- sending
8 our coal to China will encourage economists -- I've
9 shown, will encourage additional coal-fired power
10 plants, and we can't afford that here in the
11 Columbia River Basin.

12 I live just upstream of here in the
13 Columbia River Gorge. We're looking at 50 coal
14 trains per day going through our communities. 24
15 municipalities have passed resolutions or raised
16 questions opposing coal. This isn't a left or
17 right, environment/jobs issue. This is a threat
18 that is unacceptable, that is devastating to our
19 community. And we need to disclose those impacts.
20 And once we disclose them, it's a no-brainer to deny
21 permit and to say no to coal export.

22 MS. HULL: Thank you.

23 248. All right. Can I have numbers 248,
24 463 and 483 make their way to the front.

25 248. You can fill out your card in a

1 minute.

2 And if you've spoken and haven't given us
3 a card, please do bring it up front.

4 MR. WINN: Hi, I'm Roger Winn.

5 The major justification for exporting coal
6 is that it creates jobs. Jobs, jobs, jobs is all
7 you hear from the supporters for exporting coal.

8 Well, exporting marijuana and
9 methamphetamine and cocaine we also create jobs. So
10 it should be clear that creating jobs is not a
11 sufficient requirement. You also have to want the
12 result of the jobs to be a positive.

13 With all the countries of the world in
14 Doha trying to hammer out a treaty to stop global
15 warming, we all know that burning coal is not a good
16 thing. We need an area-wise EIS to determine what
17 all the health care costs and environmental damages
18 would be so that the coal company supporters will
19 understand why it is you have to reject the
20 exporting projects.

21 MS. HULL: 463.

22 MR. MCCONATHY: Somebody gave me their
23 number, because they were unable to speak.

24 My name is Tom McConathy. I'm from
25 Vancouver, Washington. I'm with a group called

1 Friends of the Vancouver Lake Lowlands.

2 I wish to address a couple issues, one
3 being with the EIS process. There is a -- an
4 ability to -- that is used by many agencies of which
5 artificially divides away from the project impacts
6 that they don't want to consider. And I very much
7 fear that the transportation issues having to do
8 with mine to shipping and to transshipping points
9 are not going to be considered as part of this
10 project.

11 I hope that they will be considered, and I
12 hope that the economic impacts to those areas as
13 well as the public health impacts be considered
14 scientifically and based upon some sort of an
15 objective zonal analysis, that we look at those
16 which are closest to the track and then those that
17 are in zones further away and further away yet.

18 I also have a concern about the issues
19 having to do with the port's development. I will
20 call it speculative development. If you have
21 followed the ports on the Columbia River and, I
22 believe, throughout this region for the last number
23 of years, you will see how they have speculatively
24 developed on green spaces rather than developing
25 brown field sites that already exist and that lie

1 dormant; and that they have speculatively developed,
2 and that we can look back at bulk loading
3 facilities --

4 MS. HULL: Thank you.

5 MR. MCCONATHY: -- of which were
6 developed -- two minutes?

7 MS. HULL: You're out of time. But you
8 can write down the rest of your comments, if you
9 have more to say.

10 MR. MCCONATHY: I shall do that. Thank
11 you.

12 MS. HULL: Thank you.

13 Can I have number 483, 285 and 488 come
14 forward. Do I have those folks? 483, do I have a
15 483? No 483. Do I have 285?

16 MR. MOSS: Yes.

17 MS. HULL: Come on up, and you can fill
18 out your card when you're done.

19 Can I have 488, and can I also have 210
20 come forward.

21 Thank you, sir.

22 MR. MOSS: Hi. My name is Alden Moss,
23 and I'm a high school student at the School of
24 Science and Technology in Beaverton.

25 I'm concerned about this proposal on many

1 levels. As a person who loves to spend time in the
2 outdoors and hike in the Columbia River Gorge, this
3 plan threatens to harm one of my favorite natural
4 landscapes and the place where many people live,
5 which is why I'm here today to voice my concerns
6 about coal dust and diesel exhaust.

7 A statistic previously shown on Burlington
8 Northern Santa Fe's website says that 500 pounds of
9 coal dust are lost per 500 miles of train travel.
10 This coal dust has mercury, arsenic and tons of
11 other toxic compounds.

12 In addition to the coal dust, there are
13 four diesel engines on each coal train that spew
14 toxic diesel exhaust into the atmosphere. Numerous
15 studies in animals have shown that that coal dust
16 and diesel exhaust cause lung lesions, tumors and
17 bronchitis. It isn't just animals. People who live
18 near trains have been shown to have higher rates of
19 cancer.

20 The companies setting forth this proposal
21 have recommended using surfactants on top of the
22 trains to reduce the coal dust. However, 85 percent
23 of it's reduced, so 75 pounds of toxic coal dust
24 still comes out. And the surfactants have not been
25 tested for toxicity or whether they can withstand

1 the rough weather conditions in the Columbia River
2 Gorge.

3 As a person who loves the outdoors and
4 wants future generations to be healthy and
5 experience it the way I have, I urge you to do a
6 full environmental impact investigation into this
7 proposal.

8 Thank you.

9 MS. HULL: Thank you.

10 Can I have 488, please. Thank you.

11 MR. ORANGE: Good afternoon. You all
12 look fine out there; I want you to know.

13 My name's Don Orange. I own Hoesly Eco
14 Automotive in Vancouver. And we are working at
15 being a green business in Clark County, being a
16 certified green business. This means we're buying
17 wind power to drive our electric cars with and that
18 sort of thing.

19 We have four employees. Our motto is,
20 What is good for the community is good for small
21 business. Coal is not. It's the opposite. Coal is
22 19th Century technology. It kills people.

23 Coal is a lot like cigarettes that
24 manufacturers claimed were harmless for years. My
25 three sisters that smoked all have cancer. My dad

1 died of emphysema. It was a lie; so is clean coal.
2 Tobacco was good for a small segment of the economy;
3 same with coal.

4 Exporting tons of filthy coal that we know
5 better than to burn in Oregon and Washington will
6 pollute our water and air on its way to these ships.
7 The plan is short-sighted and amoral.

8 I thank you.

9 MS. HULL: Thank you.

10 Can I have number 210. 210? Okay. Come
11 on up.

12 Can I have 070, 485 and 043 come up next.

13 UNIDENTIFIED SPEAKER: Hey, I won't take
14 the whole two minutes. I will say this. I am a
15 business leader in the community. I am a proud
16 father and a proud citizen of this great Pacific
17 Northwest and Vancouver area.

18 And one thing I would say is I don't know
19 much about the harmful side effects of the coal
20 trains. I really don't know how many jobs it will
21 or won't create by bringing these things through
22 here. But it's a simple issue that deserves a
23 simple answer.

24 When this little guy (indicating) asks me
25 in the future, Was there anything I could do to make

1 sure that this area was a beacon for the future in
2 prosperity and health, I'm going to say, Yeah, that
3 we tried to stop the coal trains to come through
4 here that would impact his health; and again, being
5 a leader of renewable fuel in the future.

6 So that's why I say oppose it at all
7 costs.

8 Thank you.

9 MS. FORD: Hi there. My name's Barbara
10 Ford, and I live in the Cully neighborhood in
11 Northeast Portland, which will be directly affected
12 by the movement of coal train traffic, if it comes
13 to pass.

14 But today I'm here to speak to the
15 decision-making policies used by all entities
16 reviewing this project. I'd like to know the values
17 and assumptions used for making decisions about this
18 issue.

19 I ask that you consider the precautionary
20 principle, which is a legal principle used in
21 various decisions in numerous entities, including
22 the countries of Germany and Sweden and city and
23 county governments, including the City and County of
24 San Francisco. It's cited in other legal
25 agreements, including the UN Rio Declaration for

1 Sustainability and two international treaties
2 related to toxic chemical and biodiversity.

3 The precautionary principle mandates all
4 of these following implementation methods: First,
5 it mandates exploring alternatives to possible
6 harmful actions.

7 It mandates placing the burden of proof on
8 proponents of an activity rather than on the victims
9 or potential victims of the activity.

10 It mandates studying and working towards
11 goals that protect health and environment.

12 And it mandates bringing democracy and
13 transparency to decisions affecting health and the
14 environment.

15 So I'd like to know the evaluating
16 agency's stance on these particular principles. It
17 may not be a part of your official way of doing
18 things. But I'm curious about that.

19 It's the government's role to act as a
20 trustee of the commons, including our air, water,
21 land and cultural heritage. Please place the burden
22 of proof about safety in the laps of the proponents
23 who plan profit by this project, not those who will
24 be adversely affected by their potentially
25 disastrous bad gambles.

1 If we dare to choose to look at
2 alternative ways of sharing the energy of our world
3 in life-sustaining, environmentally just ways, I
4 believe that we could all profit in the end,
5 supporting the community, protecting the commons and
6 creating new opportunities for innovation.

7 MS. HULL: Thank you.

8 485, 483, 419. I think I called this one
9 before and didn't have everybody coming down yet.
10 485, 483, 419?

11 MS. WARD: My name is Marion Ward, and
12 I'm a resident of Vancouver. I am generally
13 opposed to a coal terminal at Cherry Point but
14 would change my mind if the following conditions
15 were met:

16 Independent studies be conducted on
17 surfactants to answer the following questions: One,
18 what are the ingredients in surfactants, and what is
19 their impact on the environment, both in
20 manufacturing and in use? Two, how effective are
21 they, and for how many miles of train travel do they
22 apply? If surfactants are used as the way to
23 mitigate coal dust, and the aforementioned questions
24 are adequately answered, it is imperative that there
25 be independent verification of use.

1 In addition, the following conditions
2 should be required so the concerns of the victims
3 are met:

4 Peabody Coal should be required to
5 purchase life insurance policies for all residents
6 living near or at grade crossings due to lack of
7 emergency services that will be able to get there.

8 Health insurance should be provided by
9 Peabody Coal to all residents without health
10 insurance who reside in Clark County.

11 Annual grants should be given to Clark
12 County and the City of Vancouver by Peabody Coal for
13 loss of revenue.

14 Grants should be given by Peabody Coal to
15 businesses that are negatively affected, so that
16 they can relocate.

17 Property owners along the railroad tracks
18 should be compensated by Peabody Coal, when their
19 property is sold, to reflect prior values.

20 Peabody Coal or shipping companies should
21 pay for all dredging costs.

22 Burlington Northern should purchase new
23 train engines that do not run on fossil fuels.

24 Farmers should be justly compensated by
25 Peabody Coal for crop losses due to contaminated

1 soil.

2 And finally, the words national and scenic
3 should be removed from the National Scenic Columbia
4 River Gorge designation.

5 MS. HULL: Can I have the next speaker,
6 please. Next -- oh, there you are. Just come up.

7 MR. ROANE: Hi. My name is Ed Roane, and
8 I live within walking distance of the campus here.

9 As we all well know, there's no -- no
10 corporations or companies that we know of that like
11 regulation. I, for one, have worked over two
12 decades for a land surveying company here in
13 Vancouver and have been able to get along the
14 railroad right-of-ways quite frequently for property
15 surveys and so on and so forth.

16 And what I've seen there that's spilled
17 along the tracks, there's no way of regulating any
18 of these containers that's going to take them --
19 hold anything in that's going to get along. I've
20 seen solids; I've seen liquids -- some of the
21 liquids don't smell so good -- are laying alongside
22 these tracks out here.

23 And that's about all I've got to say.
24 They're just not going to be able to do it, and I
25 just don't think it's right.

1 MS. HULL: Thank you.

2 Can I have our next speaker, 498. And can
3 I have 249, 320 and 376 make their way forward.

4 MS. BUCHER: My name is Sharon Bucher.
5 I'm a pediatrician in Vancouver with Evergreen
6 Pediatrics. And my concern is with all of our
7 health and particularly our children's health.

8 I had a personal experience of coal dust.
9 I lived for six months in Newcastle, Australia. It
10 was named Newcastle after Newcastle, England, I
11 believe. And we all know, Don't bring coal to
12 Newcastle, et cetera.

13 It's rumored to be the biggest coal port
14 in the world. That didn't dawn on me when I went to
15 my sixth-floor apartment and cleaned the glass table
16 on that balcony, which I thought the people before
17 me just didn't go outside. It was absolutely
18 filthy, black.

19 I cleaned it off, didn't know what it was.
20 Three weeks later it had returned. And it began to
21 dawn on me that it was coal dust. And it was
22 impressive how much this accumulated. And I was on
23 the sixth floor.

24 There were 17 tankers out in the ocean
25 that I could see at any time waiting to come into

1 this coal port to pick up coal. I also saw the coal
2 trains, which were uncovered. And the way that they
3 transport the coal from train -- you know, from the
4 coal mines to the trains, to the trains to the
5 tankers, of course, there's not any way to mitigate
6 the way the dust works in that situation, because
7 they're basically pouring it like you would pour
8 sand.

9 And we all know that pneumoconiosis, which
10 is the medical term for black lung, is a killer.
11 These particles are small. They go in. They don't
12 go out, and the body has no way of clearing them.

13 I'm also concerned of why we are selling
14 this to China. This isn't for us. China is not
15 anyone that we should be helping. The Tibetans have
16 asked us to not purchase products from China.

17 MS. HULL: Thank you.

18 Okay. Next speaker, please. Come on up.

19 MR. SNYMAN: Hi. My name is Adriaan
20 Snyman. As you can probably tell from my accent, I
21 grew up in South Africa.

22 And when I was a student, after I got out
23 of college, I went and started an EIS on a coal
24 project. The project was for Richards Bay in South
25 Africa. And it started off really small. I think

1 it was around three-and-a-half million tons was the
2 initial idea. And we went ahead and approved it.
3 And we were promised all sorts of environmental
4 things, because we had mangroves to protect. We had
5 coastal waters and fisheries to protect. And we
6 were assured the coal.

7 The reality was after a couple of years
8 our pollution from dust, stuff falling out of coal
9 trucks, stuff laying around, we didn't have anything
10 to protect. Seriously, about perhaps 700 acres of
11 mangroves died over a period of ten years or so.

12 And that was the coal company's "in" to
13 get started on bigger ventures. Because once the
14 initial reason for them being restrictive on the
15 amount of coal they were shipping, they've gone
16 away. They expanded it, 70 million tons, 100
17 million tons, and pretty much unlimited at the
18 moment. It's whatever they can get out of the
19 ground.

20 And the consequence for their communities
21 along the railway lines feeding that port of
22 Richards Bay, South Africa have been horrific,
23 absolutely horrific in terms of pollution and health
24 effects. And I want to urge you to take these
25 things into consideration as truly never a clean

1 coal.

2 Thank you.

3 MS. HULL: Thank you.

4 MR. FOSTER: My name is Brant Foster, and
5 I'm speaking on behalf of Native Species Project.

6 I live in Wasco County, and I hear the
7 train every night when I go to sleep, see it every
8 morning when I wake up.

9 I'm here today both to address the Army
10 Corps and State of Washington agencies, but also to
11 address somebody who's not in the room, and that is
12 the President of United States, who ultimately
13 controls the Army Corps of Engineers. And I want to
14 send the message that -- for those of us who want to
15 hold the Army Corps accountable, we also need to
16 hold the President accountable.

17 So this message is to him, and it's to the
18 Army Corps and to the State of Washington, because
19 you are the agencies that we trust to enforce our
20 most basic laws.

21 I heard it said that coal would transform
22 our region. This was somebody who thought the
23 export idea was a good one. I happen to agree that
24 it would transform the region, and I think those are
25 things that the Army Corps should specifically

1 consider as well as the Washington agencies.

2 It has the power to transform our region
3 from one where the Columbia River is something we're
4 all proud of, albeit it slightly bruised and
5 battered. The idea of adding coal on every single
6 inch of it that would pour off the trains, you can
7 already find pouring into the Columbia today just
8 about anywhere you look along the railroad track.

9 The idea of transforming the Columbia and
10 the fish it provides into a giant coal chute, which
11 I think is the best analogy that I've heard, is a
12 bad one.

13 The idea that coal also has the power to
14 transform our entire image as a region of one that's
15 green and smart and clean to one that's frankly
16 dirty and dumb -- coal has also the power to
17 transform the air I breathe into one where, I walk
18 out my door now; I smell trees. And the idea that I
19 would walk out and smell the plume of a passing coal
20 train and the coal it leaves is offensive to me.

21 Thank you.

22 MS. HULL: Thank you.

23 249. And can I have 320. Three sets.

24 MR. GOLDBERG: Okay. My name is Dave
25 Goldberg. I live on Pea Street.

1 In the past 540 million years there have
2 been five major extinction events. Major disruption
3 to the climate seems to be largely responsible. Ice
4 ages, glaciation events, volcanic eruptions, sea
5 level rise -- rising seem to be the most common
6 culprits write astrobiologists Edwards and
7 Scalise (sic).

8 During four of these events an estimated
9 70 to 75 percent of all species perish. During the
10 Permian-Triassic event, the one most attributed by
11 scientists to global warming, 96 percent of all
12 species became extinct.

13 The predicted consequences of our current
14 climate crisis are starting to sound very similar to
15 an extinction event. NASA's James Hanson warns that
16 a rise in the earth's temperature of three degrees
17 Celsius will result in one-quarter to one-half of
18 all species on earth becoming extinct.

19 And the radical environmental group, the
20 World Bank, recently reported -- entitled, "Turn
21 Down the Heat, Why a Four-Degree Celsius Warmer
22 World Must Be Avoided." While a two-degree Celsius
23 increase is estimated to cause major climate
24 disruption, the report contends that we will be
25 likely to see a four-degree Celsius increase by the

1 end of the century.

2 Even with the nations of the world meeting
3 their current climate commitments, with a
4 four-degree Celsius rise we are likely to see,
5 quote, The collapse of entire ecosystems and the
6 death or displacement of millions of the earth's
7 inhabitants.

8 I would like to see this committee study
9 whether this report's version -- vision of our
10 future is accurate or whether the earth can
11 withstand the equivalent of an additional nine
12 trainloads of coal being burned in China each day.

13 Thank you.

14 MS. HULL: Thank you.

15 Can I have speaker number 249, 320, 376.

16 Ma'am, are you one of those speakers?

17 MS. JONES: Yes.

18 MS. HULL: Would you like to come up.

19 MS. JONES: Hi. I'm Karen Jones. And
20 I'm here, like the other speakers, to ask for a
21 full environmental scoping of the impact of the
22 coal trains on our communities.

23 I'm specifically thinking about the health
24 risk both in terms of coal dust and the increased
25 diesel emissions from the 20-some trains that will

1 be running through Vancouver and other towns along
2 the route. I'm a grandmother of a thirteen-month
3 old boy who lives -- okay. That's later.

4 I've taught children for 25-plus years in
5 the public schools, and I'm worried about the risk
6 of chronic diseases that the coal dust poses to
7 these children now and in the coming years. My
8 grandson lives one block from the railroad tracks in
9 Washougal, and I've learned from the BNSF studies
10 that each uncovered coal car loses between 500
11 pounds and a ton of coal dust en route.

12 This means that not only my grandson, but
13 thousands of children on the routes will be exposed
14 to the risk of bronchitis, asthma, pneumonia and
15 other respiratory diseases. The increased diesel
16 emissions will further endanger the health of those
17 children, of pregnant mothers, which my daughter
18 will be soon. Infants, elderly and all those with
19 respiratory problems will be most at risk. When
20 these toxins settle in our soils, we will further be
21 at risk.

22 All of us in this room, especially your
23 committee, bear a huge responsibility for the health
24 and well-being of those in our communities. This
25 responsibility means we must look at the total

1 impact of these trains. Along the proposed routes
2 are farms and vineyards -- and I'm running out of
3 time; so I'm skipping to the job part.

4 So coal's a bad solution because of the
5 huge volatility in world markets and the dangers.
6 We do need jobs. They need to be ones that don't
7 produce more harm than good. I want my grandson Lou
8 to have a job that grows the economy and benefits
9 his community, not threatens it.

10 MS. HULL: And you can put all your
11 comments in the written version and leave it, if
12 you'd like.

13 MS. JONES: I have a written version.

14 MS. HULL: Okay. Can I have the next
15 speaker please. And can I have 249, 376, 255.

16 MR. WICHAR: When I began teaching, my
17 annual list of students with health challenges was
18 short and dominated by severe allergies like
19 peanuts and these things. When I retired the
20 annual list had at least tripled and was dominated
21 by asthma.

22 Cause of asthma is presently uncertain,
23 but cause of asthma attacks is not in doubt.
24 Polluted air can and does cause asthma attacks.
25 Increased coal dust from greatly-increased coal

1 train passage, and increased diesel emissions from
2 greatly-increased diesel engines pulling and pushing
3 long, heavy coal trains will no doubt worsen asthma
4 attack frequency and severity for children. This is
5 not okay.

6 There might be a debate about how much
7 more pollution would be produced by coal trains, but
8 there is no question that there would be more. How
9 could there not be? More coal trains mean more
10 pollution, period.

11 Let me be clear. Environmental impacts
12 from the proposed coal terminal must consider coal
13 trains and must consider every community through
14 which subsequent coal trains would pass. The ports
15 in question and the county in question do not live
16 in a vacuum.

17 Increased toxic coal shipments to the
18 proposed terminal would affect many other counties
19 and would affect many schools, including Fruit
20 Valley, Hough and Harney Elementaries, to name just
21 a few which lie close to train tracks in Vancouver.
22 Increased coal shipments would affect many, many
23 schools and many, many, many real, live children in
24 them. Their health must be taken into account,
25 unless parties involved in this proposal can pile up

1 dirty coal without moving it through my county.

2 I've always stood up for my students, and
3 I do so now. Teachers should protect kids, and I do
4 so now, and so should you.

5 MS. HULL: Thank you.

6 Can I have speakers number 399, 361 and
7 146 make their way forward. And come on up.

8 MR. DUDLEY: My name is Chris Dudley from
9 Longview. Thank you.

10 According to the Department of Defense,
11 climate change may act as an accelerant of
12 instability or conflict. Climate change is a threat
13 multiplier.

14 In reports by the U.S. government
15 regarding climate change, declines in food and water
16 security worldwide are the most frequently cited
17 kinds of harm which may lead to national security
18 risks. Importantly, food and water insecurity may
19 work in concert with shifting weather patterns
20 caused by climate change to increase health risks
21 for Americans by altering the ranges of vector-borne
22 diseases.

23 Also, according to a 2012 draft report on
24 climate change commissioned by the CIA, many
25 governmental reports are seeing increasingly

1 frequent and increasingly severe national disasters
2 that will strain the government's and military's
3 capacity to cope to the resulting humanitarian
4 emergencies.

5 The increased production and
6 transportation of fossil fuels and the knowable
7 impact such will have on global CO2 emissions would
8 be an unforgivable and deliberate failure to heed
9 the many warnings coming out of our defense and
10 intelligence communities.

11 I ask you to consider extant federal
12 reports outlining the very real and very dangerous
13 enhancement of biological and atmospheric threats
14 by climate change when assessing the possibility of
15 moving coal through our communities.

16 Since science-based projections outline
17 how climate change will negatively alter our
18 environment and increase the lethality of disease,
19 since climate change is emphatically defined as a
20 national security risk by the defense establishment,
21 since harvesting, moving and burning coal increases
22 greenhouse gas emissions, I submit, echoing the DOD,
23 the NRA -- the NRC, NOAA and NASA that a failure to
24 incorporate their warnings into any impact statement
25 regarding the transportation of coal works against

1 the health and security of the nation.

2 Thank you for your time.

3 MS. HULL: Thank you.

4 I'm going to take a minute. If someone in
5 the back can bring the bucket forward to me, I think
6 it's time for us to draw our next round of
7 commenters. We will continue with the commenters
8 who are already on the board; so you're not going to
9 lose your spot. But I do want to draw 20 more names
10 before we continue.

11 381, 348, 304, 268, 305, 539, 193, 301,
12 298, 142, 063, 610, 246, 380, 467, 541, 159, 472,
13 102, 487, 331, 284, 293, 421, 554, 155, 481, 152,
14 373, 425.

15 So if I drew one of those numbers, please
16 stay nearby, and we will call you in the order that
17 we have them up there.

18 Can I have number -- can I have 399 come
19 to the front, please, and give your testimony.

20 MS. HINE: My name is Noreen Hine, and I
21 am honored to be here, because all of you are here.
22 And I want to thank all of you for caring.

23 I would like to say that this is an insane
24 situation. Why would anyone permit such an element
25 as the trains going by that can be dangerous to

1 people's health, dangerous to our life-style? It's
2 insane. And I think this area of the northwest is
3 more sane than that. I'm hoping that we will not
4 have that train.

5 And I'm thinking about all the people,
6 now, how much they will lose. The winners will be
7 those that get the profits. The losers will be
8 every individual that lives in this area, with
9 health care problems, with -- with the cost of
10 health care problems, the rise of insurance, because
11 we have trains going by carrying coal. It's insane.

12 And I'm hoping that everyone here will
13 continue to tell their friends and neighbors, pay
14 attention; contact their officials. I'm very proud
15 of Vancouver for doing that. I'm proud of this
16 state, and I want to keep it healthy for everyone.

17 Thank you.

18 MS. HULL: Thank you.

19 Can I have 361, please.

20 MR. STEINKE: Hello. I'm Don Steinke.

21 I'm retired from science teaching and serving on
22 the Clark County Clean Water Commission.

23 I want you to thoroughly evaluate the
24 effects of coal dust on clean water and on salmon
25 eggs.

1 Twelve days ago several buckets of coal
2 dust were collected near the tracks in the Gorge.
3 What would have happened if the rain washed the dust
4 into the creeks? Would the dust smother salmon
5 eggs, or would it just flow away?

6 I put one tablespoon of coal dust in this
7 jar of water. The dust gradually settled on the
8 bottom. It would smother salmon eggs. If our
9 County Commissioners allowed mud to run off
10 construction sites into creeks, they could be sued
11 \$25,000 for each outfall.

12 So is that each -- for coal is that four
13 outfalls per train car? Which county, Whatcom
14 County or Clark County would get sued?

15 The trains cross hundreds of
16 salmon-bearing streams on their round trip. Coal
17 dust leaks from the bottom of cars. When rain falls
18 into the cars, the rain washes the lose stuff right
19 out. That is illegal. It kills salmon eggs.
20 They're threatened. We are spending billions of
21 dollars to preserve wild salmon runs and then
22 killing them with this.

23 I heard that Whatcom County doesn't want
24 to consider CO2 -- that's another topic. This isn't
25 right. The Supreme Court ruled five years ago that

1 carbon dioxide is a pollutant. Justice Stevens
2 said, EPA must regulate carbon dioxide, unless it
3 determines that CO2 --

4 MS. HULL: Thank you.

5 MR. STEINKE: -- does not cause climate
6 change.

7 Thank you.

8 MS. HULL: And we're happy to take any
9 other comments in writing.

10 May I have number 146 come forward,
11 please. Thank you.

12 And can I have 148, 555 and 166 to the
13 front.

14 MR. MCDONALD: Hi. My name's Mike
15 McDonald. I've grown up here in the Vancouver
16 area.

17 You know, I never really thought myself to
18 be someone up here to start defending union jobs or
19 anything like that. But I'm up here to say, I think
20 that this is an idea that our -- you know, we should
21 go through the environmental impact study and
22 evaluate this scientifically to see what all comes
23 out of it and not to throw this opportunity away so
24 quickly.

25 I mean, we have over a 3 billion dollar

1 deficit in our state right now, and projects like
2 these could provide huge investments. I hear a lot
3 of people talking -- it sounds like there's quite a
4 few public employees and things like that here --
5 Hi, I see your thumb down, that's great, over there.

6 And I mean, we've got to have a way to pay
7 for these things. And this is an opportunity here
8 that we shouldn't just throw away to the wayside
9 before going through the environmental impact study.
10 I say complete the environmental impact study,
11 review the science and see what the potential harms
12 are, and then see how -- what we can do to reduce
13 those risks.

14 I mean, this is an opportunity, you know,
15 and we can get some jobs going back again. And I
16 have friends who have been out of work for some
17 time. They've just been on the dole. And now we
18 have an opportunity to get people working again.
19 I've had friends who go through retraining to become
20 train engineers, and this is a great opportunity to
21 create some other jobs in the area.

22 And you know what, this is a very tough
23 room for someone like me to speak in, because
24 everyone's got on a red shirt. So I think you guys
25 are all being very polite.

1 And I'd really like to thank the Army
2 Corps of Engineers and whoever else is on this board
3 here for taking the time out of their busy schedules
4 to come and hear what we have to say.

5 MS. HULL: Thank you.

6 Can I have number 148. Come forward.
7 Thank you.

8 MR. SEGER: My name's Jim Seger. I'm a
9 lifetime resident of this river range.

10 Four primary comments. First, I think the
11 purpose and need is overly narrow and is determined
12 primarily by private interests; the alternatives are
13 overly narrow; and apparent public choices are
14 officially narrowed.

15 Second, again, because they are defined by
16 the needs of private interests -- these projects are
17 defined by that and associated activities, they're
18 inappropriately segregated. The private people --
19 the public and decision-makers don't have the
20 information needed for good public policy.

21 Third, NEPA requires impact analyses.
22 This includes evaluation of impacts of past, present
23 and reasonably foreseeable future of human
24 activities. These cumulative impacts need to be
25 broadly interpreted, include, but not be limited to,

1 the aggregate impacts of coal and support projects
2 and activities, increased local and global products
3 of hydrocarbons, and aggregate potential pollutants
4 in the air and watersheds as well as other matters.

5 Finally, I'd ask that the EIS include a
6 particular result in the economic portion of the
7 assessment, and that is, break-even analysis that
8 takes into account the risk probabilities -- the
9 risks and probabilities and which show the value
10 that would have to be attributed to human life in
11 order for the project to be economically neutral in
12 its result.

13 Everyone needs to understand what these
14 actions imply in terms of our values, and I think
15 that would help us do that.

16 Thank you.

17 MS. HULL: Thank you.

18 Can I have 555 up front.

19 Can I have 166, 543 and 342 filling out
20 blue cards down in the back, too.

21 MS. ELLISON: Hi, I'm Kay Ellison. I'm a
22 teacher here in Vancouver at Marshall Elementary,
23 which is about a mile from the tracks. We hear the
24 whistles a lot.

25 You've heard already about children having

1 asthma. And actually, we have adults in my school,
2 a secretary and principal, both have very harmful --
3 there's emphysema and asthma. And so this won't be
4 good for them. But I don't want to talk about that,
5 because everybody has already heard about teaching
6 and schools.

7 But this summer after I heard about the
8 coal trains coming, I was sitting alongside the
9 Columbia at one of the newest restaurants and just
10 enjoying a beautiful day and wonderful food and
11 friends. And then a train came by.

12 And I realized that that beautiful brand
13 new place to eat would not want to have outdoor
14 seating after the trains begin; and that the fresh
15 area that we were sitting would be -- as the other
16 lady had said, would have all sorts of coal dust on
17 it that people would wonder, What is that? And it
18 would be coal.

19 We in Vancouver have spent so much money
20 on our wonderful waterfronts. We have new projects
21 coming. And I care about the economy. I care about
22 the environment. If you know me, I'm all about that
23 But nobody's talked much about the economy. And our
24 beauty that we're trying to promote here in
25 Vancouver and get our economy going -- our City

1 spent a lot of time and money on this. And I think
2 coal would make it all go away.

3 MS. HULL: Thank you.

4 Can I have speaker 543 come forward.

5 MR. SMOODY: Thank you. My name's Rik
6 Smoody. I live in Vancouver.

7 I'm yet another scientist pointing out
8 that we're doing a huge chemistry experiment with no
9 control group. Carbon is currently sequestered very
10 nicely in big seams of coal as pure carbon, doesn't
11 even have any hydrogen mixed in. So when you burn
12 it, you get more carbon dioxide than you do if you
13 burn hydrocarbons.

14 When you burn coal, you get carbon
15 dioxide. Main place that it goes, into the ocean,
16 changes the pH. We already have a situation where
17 oysters can't grow shells. We're getting awfully
18 close to places where a lot of stuff that we like,
19 like shellfish, are going to be in big, serious
20 trouble. And this is not below -- and this is where
21 the carbonate compensation depth is rising to the
22 surface. There is no depth at which oysters can
23 grow shells. They can't go deeper, because it gets
24 even worse.

25 We really don't need to burn the coal.

1 There are other forms of energy. Put up more solar
2 collectors. There are other ways to solve the
3 problem. We don't need to burn the carbon. Leave
4 it sequestered. It's very nicely contained right
5 now.

6 MS. HULL: Thank you.

7 Can I have 166 come forward; and then 342,
8 you're on deck, 381 and 348, if you can fill out
9 cards.

10 MR. LANG: My name's Michael Lang,
11 conservation director for Friends of the Columbia
12 Gorge.

13 Friends is opposed to any project that
14 would result in an increase of coal transport
15 through the Columbia River Gorge national scenic
16 area. If approved, the Gateway Pacific terminal
17 project would export 50 million -- 54 million tons
18 of coal annually from the Powder River Basin through
19 the Columbia River Gorge to Cherry Point, loaded
20 onto ocean-going vessels and then exported to Asia.
21 The project would require 22 coal trains per day,
22 each with -- about one-and-a-half miles long
23 traveling through the Gorge. These are uncovered
24 coal cars right now.

25 Coal dust and debris is currently a

1 significant problem in the Gorge, with one to three
2 coal trains that travel through the Gorge each day.
3 Coal debris is routinely blown off the coal cars
4 onto public and private property and within the
5 waterways of the Columbia River Gorge.

6 Go anywhere along the tracks in the Gorge,
7 and you're very likely to find coal deposits in the
8 forest, in wetlands. And below the high water mark
9 of the Columbia River and the tributaries of the
10 Columbia it's currently polluting waterways in
11 Washington state. And increasing coal traffic
12 through the Gorge will only make this problem worse.

13 So the scoping should include an analysis
14 of coal pollution in waterways and in lands and
15 sensitive environmental areas in the Gorge. The
16 project would adversely affect air quality, water
17 quality, fish and wildlife habitat, native plants,
18 public health, scenery, recreation, land use,
19 agriculture, forestry and the economy of the Gorge
20 and the region; all of these impacts need to be
21 included in the scope of review for the EIS,
22 particularly in the Gorge, but throughout the
23 region.

24 With cumulative effects -- there are five
25 proposals pending for coal export. The cumulative

1 effects analysis should include an analysis of all
2 coal export proposals and other related activities
3 on the environment. And also, the impact should
4 include mining to burning it in the coal -- coal
5 plants in China.

6 Thank you.

7 MS. HULL: Thank you.

8 342. Do I have a 342? I do. Can I have
9 your card, please, sir. Thank you.

10 MR. ORR: Hello. My name is John Orr,
11 and I'm a registered nurse in Southwest Washington.
12 I grew up in Cowlitz County, and my mother is 85
13 years old. She has been suffering living there for
14 about 50 years with chronic bronchitis. And my
15 daughter's 30 years old, cannot live in Cowlitz
16 County anymore just because of the current
17 pollution situation there.

18 I'm very clear that having more coal dust
19 and so on is going to make it even more difficult
20 for people in Cowlitz County to live there. And of
21 course, this is an example relating to what we're
22 talking about in Bellingham in particular and what's
23 going on there. But for the whole region there's
24 going to be a major health problem if we allow coal
25 to be exported through our communities.

1 As a nurse I really notice with much
2 sadness how -- how much people with respiratory
3 problems, especially COPD, suffer in their period
4 leading up to their death. It's very much like
5 suffocating, and it's over a long period of time. I
6 hate to see people going through that more than any
7 other kind of health problem that I see.

8 And one of the more interesting things
9 I've discovered recently is that Dr. Richard Miller
10 at the University of California, who's been a
11 climate change denier for many years, had the
12 opportunity to do a lot of research on the subject
13 in the last two to three years, has changed his tune
14 completely to realize that -- that the environmental
15 change is mainly caused by humans; and the number
16 one factor in causing that is coal burning.

17 MS. HULL: Thank you.

18 Do I have three speakers lined up here,
19 381?

20 MR. MCDERMOTT: Hi, I'm Don McDermott. I
21 own a vineyard that has the railroad right-of-way
22 going through my property across from the discovery
23 center in the Columbia River Gorge. I'm also the
24 chair of the Dallesport Community Council.

25 We have a housing development called

1 Sunridge, which is adjacent to the railroad tracks.
2 At a public meeting concerned citizens came forward
3 and asked for a resolution from the council to
4 request that our elected officials look into public
5 safety issues. We didn't get any response on that.

6 We're a rural county, and I think that
7 there was some knee-jerk kind of anti-environmental
8 nut kind of thing going on there. So they just
9 didn't want to respond.

10 I want to talk about -- I used to work for
11 the railroad, and damage prevention was the -- it
12 was for Conrail back east. And cumulative coal dust
13 accumulation in the ballast is a very dangerous
14 situation. The Army Corps of Engineers should come
15 down to my property and look at the amount of coal
16 dust that has already inserted itself into the
17 ballast and is alongside the tracks and look at the
18 narrowness of the right-of-way there, look at the
19 steepness of the grade and the bend in the track.
20 The trains now go by at about 20 miles an hour,
21 because that's about what they can do. But there is
22 going to be a derailment there eventually.

23 And I also have the additional
24 responsibility to myself to protect my vineyard from
25 coal dust. And there is a significant amount. When

1 you're doing an EIS, make sure you're looking at not
2 just present accumulations, but look at projected
3 accumulations. Just come out and measure the dust
4 depth at my property and then project, and you'll
5 see that it's a very serious public safety issue.

6 Boom. Perfect.

7 MS. HULL: Thank you.

8 Can I have our next speaker, please,
9 number 304. And I've got 268, 305 and 539 up next.

10 MS. TSONGAS: Number 348?

11 MS. HULL: 348, I skipped you. You're
12 right. I'm sorry. 304 is after 348.

13 MS. TSONGAS: Good afternoon. I'm
14 Dr. Theodora Tsongas. I'm an environmental health
15 scientist and a member of the Climate Change and
16 Health Committee of the American Public Health
17 Association.

18 I'm here today because I'm very concerned
19 about the real potential for coal mining transport,
20 export and burning to adversely impact the health of
21 the planet and its people. I strongly urge you to
22 take this opportunity to make a courageous stand to
23 protect not only the people of Washington state, but
24 those of the northwest as well as the world.

25 The scope of the environmental impact

1 statement must consider the adverse impacts on
2 global climate, resulting in numerous adverse effect
3 on human and ecosystem health and human welfare.

4 The EIS must consider in its scope the
5 local, regional, national and global implications of
6 the mining transportation and export of this coal.
7 It also must consider the details of local impacts,
8 not only of climate change, but also of the toxic
9 effects of exposure to coal dust and diesel exhaust,
10 the adverse effects of air and noise pollution as
11 well as transportation impacts and interference with
12 commerce for the people and the communities along
13 the routes being used for this transportation and
14 exportation.

15 We must have data on the true costs of
16 this activity, including the burden on all
17 communities impacted by it in terms of viability of
18 towns and businesses, jobs lost, the reality of a
19 mountain of friable and combustible coal sitting for
20 short or long term -- long periods of time in a
21 scenic area that is home to tourism and sensitive
22 ecosystems upon which we depend for our livelihoods
23 as well as our quality of life.

24 Think globally; act locally. You have an
25 opportunity to make a courageous stand to protect

1 the health of the planet and all of our supporting
2 ecosystems. We will support you every step of the
3 way.

4 MS. HULL: Thank you.

5 304, please. Do I have 304? Yes, we do.

6 MR. EVANS: Hi, my name's Allen Evans. I
7 live in Portland.

8 I wasn't planning to speak, so I don't
9 have my notes. So I hope you'll excuse my delivery.

10 The coal companies are promising jobs.
11 That seems to be the main thing that they promise,
12 and getting the benefits that come with that. I
13 want to point out that every one of those jobs is a
14 job that contributes to the degradation of the
15 livability of our planet. And are those the kinds
16 of jobs that we really want?

17 The other point I wanted to make was this
18 last summer Robert Kennedy, Jr. spoke in Portland.
19 He was there -- maybe some of you saw him -- at
20 Pioneer Courthouse Square in downtown Portland. One
21 of the points that he made -- and I haven't heard
22 anybody mention it -- was that in his 30 -- around
23 30-plus years of fighting the coal industry, he says
24 everywhere the coal industry goes, it brings
25 corruption. It will corrupt your community

1 governments, and it always seeks to buy influence.

2 If we happen to let it reach its tentacles
3 into the northwest, it'll want to become a player
4 and seek to influence our regional economic
5 planning. And I just don't think we want to have
6 those people in here so we have to deal with them.
7 So let's keep them out.

8 Thank you.

9 MS. HULL: Okay. So this is a good time
10 for me to pause and thank you all for following the
11 ground rules so carefully today and just helping it
12 go -- get to more speakers, so we hear from more
13 views. So thank you.

14 So just a reminder, no -- no cheering,
15 clapping, noise-making. Show support with your
16 hands in the air or your signs in the air without
17 whacking your neighbors; and that we need to show
18 that you disagree with a comment -- if you feel very
19 strongly about it, do that, like this (indicating).

20 And I do want to ask our panel to
21 introduce themselves again, because I think we had
22 at least one switch. Let me hand you that.

23 MS. BUTORAC: Yes. Hello. My name's
24 Diane Butorac. I'm with the Washington Department
25 of Ecology.

1 MR. HEGEDUS: Hello. I'm John Hegedus
2 with Whatcom County Health Department.

3 MS. GUY: And I'm Danette Guy with
4 U.S. Army Corps of Engineers.

5 MS. HULL: And just so everybody knows,
6 if we have rotations up front, it's just so folks
7 can have a quick break. But you'll have somebody
8 from each agency throughout the meeting.

9 So with that 268, please. 268?

10 MS. HOLMAN: I'm Vicki Holman, and I live
11 in Vancouver.

12 And the coal trains will travel about a
13 quarter --

14 MS. HULL: You need to stand much closer.

15 MS. HOLMAN: Okay. I'm Vicki Holman, and
16 I'm from Vancouver.

17 And the coal trains will travel about a
18 quarter-of-a-mile from my house in Felida. The coal
19 trains will carry dirty toxic material that will --
20 they will be noisy; they will stop traffic,
21 including emergency vehicles; cause hazardous coal
22 dust pollution, both via the trains, the ships, the
23 unloading and unloading of same -- of the same and
24 make the U.S. the world's largest exporter of
25 climate-disrupting coal. An even worse polluter is

1 the diesel fuel from the train engines.

2 For 40 years I've lived three blocks from
3 two sets of train tracks and near the shipping dock
4 in Oakland, California. I thought I had put that
5 behind me and would finally get a good night's sleep
6 with my move to my very lovely neighborhood in
7 Vancouver in the beautiful northwest. And now I
8 feel threatened both for my health and financially.

9 The coal will be spread on local soil and
10 waterways. I'm an organic gardener. I belong to four
11 garden clubs. Gardening is my hobby and my passion.
12 I spend lots of energy, time and money to have a
13 healthy garden.

14 Additionally, I have asthma. I can't
15 afford to move. The trains will decrease my
16 property values. So this will be bad for me and for
17 my neighbors and the children in my neighborhood --
18 and there are lots of them. We live only a block
19 from Felida Elementary School and Thomas Jefferson
20 Middle School.

21 When the coal gets to China, it will cause
22 much more pollution, which may blow back to our
23 cities and towns on the west coast of the United
24 States and into the ocean that we all share, not to
25 mention what this will do to the cities and people

1 in China.

2 The very worst thing is that it will
3 contribute to global warming and push us over the
4 edge in that regard. Shipping and burning coal is a
5 short-sighted solution for energy. I want the U.S.
6 to work hard pioneering the clean energy solution
7 that will bring a stronger economy and develop clean
8 energy solutions that work for the long term for a
9 better, safer world --

10 MS. HULL: Thank you.

11 MS. HOLMAN: -- for our children.

12 MS. HULL: Can I have 539, please -- or
13 305. Sorry about that.

14 MS. REX: Hi. My name is Ramona Rex, and
15 I'm a lifelong resident of Washington County,
16 Oregon.

17 And I'm here to ask the folks from the
18 Army Corps of Engineer and from the Department of
19 Ecology to consider the impact on salmon for this
20 project.

21 Currently, recreational fishing accounts
22 for 2.7 billion dollars a year to the Washington and
23 Oregon economies. I would ask that the impacts to
24 our waterways and aquatic life, and specifically for
25 salmon, of the coal dust that will be coming off the

1 trains, the possible use of surfactants, whose
2 chemical nature we don't understand.

3 Evidently train derailments are common
4 with coal transport, and the statistic I read on the
5 Internet was that there have been 30 since 2010. So
6 coming through the Gorge, that's a real concern of
7 what that coal is going to do once it gets into the
8 waterway.

9 There have been some scientific studies
10 that show a negative impact of -- of the chemical
11 components of the coal on juvenile salmon. I would
12 also like to see global climate change and its
13 impact on the life cycle of the salmon and also the
14 impact of the burning of fossil fuel that's going to
15 put increased burning in China and the impact of --
16 on the ocean of -- the ocean acidification.

17 Thank you.

18 MS. HULL: Thank you.

19 539, please. And can I have numbers 193,
20 301 and 298 make their way to the front.

21 MR. PAULSON: Hi, my name's Troy Paulson,
22 and I'm a student here at Clark College.

23 I think it is an awesome experience that
24 you all showed up to let your voices be heard, and
25 thank you all for coming and listening.

1 I don't think it's any surprise that coal
2 is dirty and filthy, and we all know this. What we
3 fail to realize is how deadly it is. You're
4 speaking to somebody who has lost a grandfather as
5 well as a great-grandfather to coal.

6 So from the beginning of the mining
7 process, it's a deadly, deadly process to begin
8 with, black lung, cancers, mine cave-ins -- all the
9 way up to the process of when coal is used for the
10 energy that it's -- that it's designed for.

11 We're passing laws in the United States
12 that would protect our citizens from this -- this
13 substance and the harms that it does to us. But
14 we're sending our coal overseas to be used for the
15 same process. We're not really protecting ourselves
16 anymore. We're giving companies power to make more
17 money off the suffering of the world.

18 So this is your opportunity to just
19 protect our citizens, our wildlife, and our natural
20 resources.

21 And thank you.

22 MS. HULL: May we have our next speaker,
23 193. Thank you.

24 MS. HELLEGUS: Hi. My name is Desiree
25 Hellegus, and I'm speaking tonight on behalf of my

1 colleague, Steve Sylvester, associate professor
2 with the School of Molecular Biosciences at WSU
3 Vancouver.

4 Last May while chairing a session on
5 predictive toxicology in a conference in Beijing I
6 had an opportunity to observe the effects of coal
7 combustion in China. There was not one day during
8 my trip to China when I did not witness the effects
9 of coal and other environmental pollutants.

10 These pollutants have very real
11 implications for the Pacific Northwest. In the
12 Pacific Northwest we are already experiencing the
13 effects of mercury and cancer-causing Polycyclic
14 Aromatic Hydrocarbons from China. Chinese pollution
15 has already impacted the once pristine area along
16 the Oregon and Washington coasts and is a
17 significant contributor to global change.

18 While the proposed coal export facility
19 may contribute 90 to 300 jobs in the middle to upper
20 middle income bracket, over 3,000 jobs in the oyster
21 industry and 300,000 jobs related to salmon and
22 deep-sea fishing are already at risk as a result of
23 coal combustion you ocean acidification, with
24 effects that include shell dissolution in the food
25 chain.

1 Saying no to the coal train and coal
2 exports from our region is critical not only the
3 safeguard the economy and ecosystems of the Pacific
4 Northwest but the global climate. A ship crashing
5 into the BC coal terminal and the train spill in
6 Mt. Vernon this week are actual examples of what can
7 happen, not predictions. Common sense and
8 scientific evidence both dictate that we affirm the
9 spirit of the Kyoto Accords and protect local jobs
10 and say no to this proposal.

11 Thank you.

12 MS. HULL: Thank you.

13 Can I have number 301. And can I have
14 298, 142 and 63 come down to the front.

15 MS. DOGLIO: Thank you. My name is Beth
16 Doglio. I'm the director of the Power Past Coal
17 campaign. Thank you so much for being here, and
18 thank you so much for all of the work that you've
19 done to date to bring light to the issues that coal
20 export would cause in our community.

21 I'm also the mother of two young boys, and
22 I am the granddaughter of two grandfathers who
23 worked for Peabody Coal, neither of whom I got to
24 meet, which it is unfortunate and definitely a
25 result of the life-style that coal miners lead.

1 This issue has galvanized citizens from
2 all walks of life. You've heard from many of them
3 tonight. There's health providers and safe (sic)
4 leaders and business leaders, ranchers, gardeners,
5 tribal members who have said, No, we're not going to
6 stand for coal moving through our communities.

7 6,000 people have attended hearings so far
8 on this particular proposal. 25,000 people have
9 commented on the Morrow proposal, which is barge
10 coal down the Columbia River. And over 40,000
11 people asked Commissioner Goldmark to do everything
12 in his power to stop coal export. 600 physicians,
13 400 business leaders and 200 faith leaders have
14 called for an in-depth review of these projects or
15 outright said, No. Over 40 cities in Montana,
16 Idaho, Washington and Oregon have passed resolutions
17 commenting on the concerns that they have or
18 outright opposing it.

19 What's missing from this picture, and what
20 I ask you to study is the entire picture of the
21 140 million tons of coal that they're considering
22 moving through our communities. We need to do an
23 area-wide environmental impact statement on this --
24 on these proposals. We can't look at these in
25 just -- at one port site. Because it's not just 19

1 trains moving through our communities. It's as much
2 as 60 moving through Spokane. So we need to do an
3 area-wide environmental impact statement.

4 Thank you.

5 MS. HULL: Thank you.

6 Do we have another speaker, 298? Do I
7 have 298? Do I have 142? Do I have 298 in the
8 crowd somewhere? If so, please make your way down
9 front. You have the next slot.

10 MR. STRID: Good evening. My name is
11 Eric Strid. I live in White Salmon, Washington,
12 and my house borders the BNSF rail lines.

13 I am a cofounder and retired CEO of
14 Cascade Microtech, a public high-tech company in
15 Beaverton, Oregon. Our little company employs more
16 operational employees -- people than all these
17 proposed coal projects combined. I didn't create an
18 environmental disaster to do it.

19 I've sized up hundreds of business
20 opportunities over the years, and I've been burned
21 by dozens of them. So I've looked at this project,
22 like any prudent investor, from a dollars and cents
23 prospective. I don't think it adds any net jobs.
24 And the tax revenues offered don't begin to cover
25 the costs of this project.

1 During the construction phase this project
2 would employ lots of people. But those people will
3 be constructing future Superfund sites. Who's going
4 to pay to clean those up? Instead of thousands of
5 temporary workers building future Superfund sites,
6 we need tens of thousands of permanent jobs in this
7 region for upgrading our buildings and our energy
8 infrastructure to make America stronger, not to make
9 Asia powerful and pollute the planet.

10 During the operational phase this project
11 would employ a handful of people per train and a
12 handful of people at this automated loader. But how
13 many jobs would be lost from people leaving the area
14 due to the environmental, aesthetic, safety or
15 productivity degradations in the region?

16 Anyone with capital will tell you that
17 capital will follow talent, and the talent most
18 wanted can choose their location. They are not
19 going to put up with coal trains and coal dust. And
20 each of those talented people will employ dozens
21 others. So we would clearly lose more jobs than we
22 would gain.

23 Tax revenues of 25 million dollars, 50
24 cents per ton, this compares to a whopping \$400 a
25 ton for cost.

1 So bottom line, this project will not
2 increase net jobs, and the taxes paid will be
3 negligible --

4 MS. HULL: Thank you.

5 MR. STRID: -- compared to the public
6 costs.

7 Thank you.

8 MS. HULL: Number 63. And right now I
9 have 610, 246 and 380.

10 MR. CORNELIUS: Hello, my name is Peter
11 Cornelius, and I'm a field representative with
12 Friends of the Columbia River Gorge.

13 And I thought I'd bring a little coal dust
14 to show just what it is we're talking about. This
15 took about 20 seconds to fill this bucket. In
16 places it is four to six inches deep. As -- as
17 other speakers have pointed out, if this
18 continues -- I mean, this is based on two to four
19 trains a day traveling on the Burlington Northern
20 tracks. If we get 30 to 40 trains a day, it's going
21 to be feet deep along the tracks.

22 Another point that I want to bring up
23 is -- this hasn't been reported very well, but for
24 years people have been getting -- that are traveling
25 along Highway 14, a road that parallels the tracks

1 in many places very closely, especially through the
2 Columbia Gorge, people have been getting in close to
3 accidents with coal dust blowing off the trains,
4 obscuring their vision, hitting their windshields,
5 almost breaking the windshield; but because the coal
6 is so soft, it breaks apart before it breaks the
7 windshield.

8 If you want to view an interview with
9 somebody this happened to this summer, if you Google
10 coal dust Columbia Gorge, it's on YouTube. It's a
11 three-minute, thirty-second video. So I would urge
12 you to consider that in the -- in the impact
13 statement.

14 Thank you.

15 MS. HULL: Thank you.

16 Number 610 please.

17 Thank you so much.

18 MR. MITCHELL: David Mitchell. I've
19 lived in the area for about 50 years, grew up in
20 Vancouver, Washington.

21 And I want to point out one of the
22 experiments that we have done, unwittingly. The
23 mountain blew. We remember dust. How many people
24 remember dust?

25 My point is that dust gets around. It

1 does not honor boundaries. I remember it getting
2 onto cars, into cars. It's going to affect the
3 operation of the cars, not that that's an
4 environmental break point, but that's an
5 environmental impact in itself.

6 Dust gets around. It's going to get on
7 those beaches where we have beautiful parks right
8 now where children play. So remember that little
9 jar of water with a bit of coal in it, multiply
10 that, think of kids playing on the beach.

11 I'm sensitive to the idea that we need
12 jobs. I also think that that is our responsibility.
13 It's not the responsibility of our children. And
14 it's not the responsibility of our planet. We need
15 to do what we need to do to make jobs responsibly.

16 Thank you.

17 MS. HULL: Thank you.

18 Can I have number 246, please.

19 And I'm going to draw the final set of
20 numbers in about 15 minutes. So if you want to put
21 a number into the bucket, please make your way to
22 the back.

23 246.

24 MS. ROSS: Hello, my name's Claudette
25 Ross. I live in Portland, and I have for about 20

1 years.

2 I'm here to testify on behalf of my four
3 grandchildren. They can't be here, because they're
4 eight years old and six years old.

5 They're going to live with the consequence
6 of the decisions you make today. And that's why I
7 thought I'd come represent them rather than make
8 Christmas cookies with them.

9 So I take my responsibility as a
10 grandparent very seriously. I watch them when I
11 take them to the park to play. I make sure their
12 food is fresh and safe. And so I think, ultimately,
13 one of my responsibilities is to make sure they have
14 a clean planet to grow up in. And inevitably, I
15 anticipate -- if any of you -- those of you that
16 have children and grandchildren know that sometimes
17 you get asked questions you surely weren't prepared
18 for.

19 But I am prepared for this question: In
20 10 or 15, 20 years, when the consequence -- when we
21 are facing the consequences in many levels of the
22 trajectory we're on now, when they ask me, Nana,
23 what did you do? I want to say, I did everything I
24 could think of. Excuse me for being so emotional.

25 On a more cerebral level, I want to

1 address a specific area --

2 MS. HULL: You just ran out of time.

3 MS. ROSS: -- that we mentioned -- okay.

4 I'll write it out.

5 MS. HULL: You can submit any comments in
6 writing on our website.

7 MS. ROSS: Thank you.

8 MS. HULL: Thank you.

9 Can I have number 246, please. 246? Can
10 I have 380, and can I have 467, 541, 159 make your
11 way forward.

12 MS. SUGHRUE: Hello, my name is Jill
13 Sughrue. I'm a sustainability consultant and a
14 trained climate project presenter.

15 I'm here, just like the woman in front of
16 me, because I care what this planet's going to look
17 like when my grandson, who's 18 months old, is 57
18 year old, my age. I'm afraid that if we don't stop
19 burning coal immediately, his future is going to be
20 very dreary and very scary.

21 In researching a little bit about the
22 subject, I know we have to study the impacts, and we
23 can tell just by -- from the testimony today what
24 the environmental impacts are going to be. Yes,
25 we're providing jobs -- I think local jobs -- to do

1 some of these studies -- I hope they're local jobs.
2 But if we practiced precautionary principles, as
3 somebody else mentioned earlier, and if we really
4 look at why are we even thinking of putting forward
5 19th Century technology. We can do better, as we're
6 saying here.

7 This is also an unprecedented size and
8 scope of a project, if these coal trains continue,
9 and if this were to go ahead, which I hope for every
10 reason does not happen.

11 So thank you everybody for being here.
12 And we just need to invest in renewables. We can do
13 better. And I hope the world is a great place when
14 my grandson is my age.

15 Thank you.

16 MS. HULL: Thank you.

17 467.

18 MR. WITTER: Hi, my name is Ray Witter.
19 I've lived in -- my wife and I have lived in
20 Vancouver for about 20 years. We enjoy recreating
21 in the Gorge.

22 I agree with the objections that have been
23 expressed tonight about coal exports. But there's
24 one aspect that I thought of that I haven't heard
25 expressed anywhere, and it certainly maybe is not as

1 emotional. But I believe there's a -- a national
2 strategic interest around coal.

3 The U.S. has vast supplies of coal
4 resources. And they are a very good energy source.
5 But I agree, we don't want to burn them in our
6 boilers. That's not the right thing to do. But I
7 believe that in the next 20 or 50 years science is
8 going to come up with a way that we can extract
9 that energy and do it without polluting the
10 atmosphere. And when that happens, I think we're
11 going to be awfully sorry if we sold all our coal to
12 China.

13 I would believe that we'd be better off --
14 and I don't know how we -- if this can be done with
15 an EIS or how to do it, but to say for national
16 strategic reasons, we should leave that coal here
17 and not export it. It keeps it in ground where it's
18 safe, and we don't have to worry about it. And
19 maybe in 20, 50 years we can still use it.

20 I believe the project means great
21 financial gains for a few investors with negative
22 effects for thousands of us who live along this rail
23 transportation corridor. It means further pollution
24 in the whole atmosphere.

25 But one of the arguments made is that if

1 we don't give them our clean coal, they'll just buy
2 dirty coal from somebody else. Well, I don't
3 believe the Chinese people are really all that dumb.
4 I believe that if we won't sell them our clean coal,
5 maybe they'll invest in more
6 environmentally-sensitive ways to generate their
7 energy, rather than us giving them the clean coal,
8 so they can still pollute, but just at a slower
9 rate.

10 Project's being quoted as big business for
11 profit and at the expense of man.

12 MS. HULL: Thank you.

13 541.

14 MR. BERGER: Hi, Dave Berger, Lyle,
15 Washington.

16 400,000 annual premature deaths in China
17 alone from the burning of coal. And what do the
18 coal companies promise? Our cleaner coal, not
19 state-of-the-art technology, not simple scrubbers to
20 clean up the air in China.

21 And in addition to that, they come, and
22 they pay people to stand in lines. That money could
23 be well spent on looking at their dream, at the
24 clean coal dream, burning coal while sequestering
25 carbon. Instead, they spend money for the cheap

1 way, stand in line, convince people, buy
2 politicians.

3 I've been an environmental scientist and
4 engineer for 40 years. And looking at the whole
5 issue, here are some suggestions I'd like to make.
6 First off, Asian coal should be evaluated using the
7 PSE for mention of significant deterioration regs of
8 the clear air act in local air pits like LA. Their
9 air pollution is coming to us.

10 Toxicity from surfactants escaping the
11 coal should be evaluated. Piles of coal that have
12 fallen along train tracks should be treated as
13 hazardous or solid waste dumps and looked at for the
14 quantity of the toxins in them and the quantity of
15 the materials damaging the earth. And each line
16 that you see, toxic waste dumps that are along
17 lines, this stuff is no longer on the unregulated
18 coal trains; it's now on the ground. It's a waste.
19 It's a waste site. It needs to be evaluated as a
20 waste site.

21 Also, we should treat the coal as -- in
22 the coal sites, the docks and areas like that with
23 requiring bonding and insurance for environmental
24 damage, just like we do with ordinary landfills --
25 foreclosure. These people should pay up-front

1 money. They should not bankrupt out and leave us
2 the damage. Coal is toxic and should not be treated
3 like other substances. It is not like
4 (unintelligible). It has fine particulate mercury,
5 arsenic and sulphur --

6 MS. HULL: Thank you.

7 MR. WITTER: -- sulphates. Thank you.

8 MS. HULL: 159, please. And can I have
9 472, 102 and 487 make their way forward.

10 MS. O'CONNOR: Good afternoon. And thank
11 you for this opportunity to speak, and thank you
12 for being here. My name is Nicolette O'Connor. I
13 am a homeowner and resident of Vancouver,
14 Washington.

15 And you've heard many people asking you
16 specific things, so I'm just going to be echoing
17 that. But what's really important to me is that the
18 EIS be comprehensive and include all the communities
19 and affected areas along the train routes to and
20 from the proposed terminal.

21 As the Clark County Commissioner has
22 articulated, direct, indirect and cumulative
23 environmental health, economic and environmental
24 impacts need to be studied. It's so important. And
25 I'm so grateful that we have this opportunity to

1 speak to you.

2 Also, I really would appreciate it if you
3 are able to take Mr. McDermott up on his offer to
4 come and see the coal dust that is on his property.
5 And you have his name, and I'm sure you'll be able
6 to contact him. But he has that experience of being
7 with the railroads, and now he has agricultural crop
8 that will be impacted.

9 And the Columbia River Gorge is one of the
10 jewels of our nation. And to have coal dust filter
11 through the water into the Columbia Gorge has severe
12 environmental impacts. And I appreciate that we in
13 this state require an EIS. May it be comprehensive
14 and cumulative.

15 Thank you.

16 MS. HULL: Thank you. May I have number
17 472.

18 MR. ENGELFRIED: Hi. My name is Nick
19 Engelfried, and I'm here to urge the co-lead
20 agencies to conduct a full environmental review
21 that takes into account the larger five-state
22 region that's going to be impacted by these coal
23 pockets that they go through.

24 I go to school in Missoula, Montana, which
25 is quite a ways from here. But if the Gateway

1 Pacific coal terminal gets built, we expect to see a
2 dramatic increase in coal train traffic through
3 Missoula. Missoula is located in a mountain valley
4 and has an inversion layer, which means that
5 pollutants that get into the air stay there a long
6 time. I'm worried about the effects of increased
7 diesel pollution and coal dust on that community.
8 That's just one example of how communities far away
9 from here are going to be affected.

10 At the same time, of course, burning the
11 coal contributes to climate change. Climate change
12 is already contributing to longer fire seasons or
13 worse wildfires throughout the west. In Montana we
14 just had one of our worst fire seasons ever. There
15 are days in August in Missoula when you literally
16 cannot see the sky all day because of smoke from
17 nearby fires, and we're told to stay indoors because
18 of health risks from that smoke.

19 I urge the co-lead agencies to conduct a
20 full review that takes into account the contribution
21 of both the climate change, the poisoning of our air
22 and the health effects from coal trains on
23 communities all the way from eastern Montana and
24 Wyoming, where the coal will be mined, all the way
25 out to the west coast, where it will be loaded into

1 the terminals.

2 Thank you.

3 MS. HULL: Thank you.

4 Can I have number 102, please. And can I
5 have 487, 331 and 284 come forward.

6 UNIDENTIFIED SPEAKER: I didn't want to
7 start to speak and get really angry and start
8 yelling. Now after seeing some of the grannies and
9 grandfathers, I'm not sure I can keep from crying.

10 This is craziness defined as it is any
11 way. If you'll look at the yellow sheet, we were
12 asked as to what -- what was your problem; what was
13 your concern? I don't know about you, but I checked
14 every one of those.

15 I'm glad to hear that people are
16 concerned, not only about their local
17 neighborhood -- I live in Sellwood Westmoreland.
18 The train tracks go right between me and the nuclear
19 reactor at Reed College. We have had difficulty
20 over the last 20 years getting Union Pacific to even
21 pick up old railroad trestles, let alone make things
22 safe.

23 What I'm concerned about -- and when what
24 saw the other night in Portland were people whose
25 jobs restricted them to the place where they could

1 not act personally on their own beliefs. I know you
2 see what's happening. I simply ask you to go beyond
3 your job, if it's necessary, have the courage to
4 stand up for this. You see what's happening here.

5 I saw 800 people the other night in
6 Portland. There are thousands in Bellingham. We
7 are not alone. But you have to help us.

8 Thank you very much.

9 MS. HULL: Thank you.
10 487, please.

11 MS. COLLMER: My name is Sarah Collmer,
12 and I am a citizen of Vancouver and a mother of
13 two.

14 I have a series of questions about this
15 issue, by no means exhaustive, to which we deserve
16 answers. How many people have to say that coal
17 trafficking is a bad idea in our communities before
18 it is stopped absolutely? Why does it seem that a
19 handful of greedy multinational companies hold more
20 sway over what happens here than we, the citizens,
21 do?

22 How many jobs do these companies really
23 plan to create? How long will these jobs last?
24 What will they pay? Why haven't the company coal
25 companies, given the great controversy surrounding

1 this issue, published the exact numbers, if they
2 have such golden opportunities? How many jobs,
3 those of fishermen, farmers and others, will be lost
4 because of coal-trafficking export?

5 Who will pay for medical treatment when
6 the ill effects of coal exposure -- asthma, COPD,
7 bronchitis, emphysema and lung cancer to name a
8 few -- begin afflicting workers, children, the
9 elderly and others. Who will pay for the
10 infrastructure development to allow for this volume
11 of transport? Who will compensate property owners
12 for loss of home values along the tracks?

13 How long will this coal be profitable?
14 What happens when it is no longer profitable? Who
15 will pay for the necessary environmental mitigation
16 of air, soil and water contaminated by coal dust?
17 Who will pay for the cleanup of the inevitable
18 environmental disasters when trains derail near
19 waterways, near farmland, near neighborhoods. Who
20 will pay for the reclamation of the export
21 facilities when coal's profitability diminishes?

22 Finally, why should we believe any
23 answers, anything that these companies tell us about
24 their plans, given the lies in the initial
25 permitting process, given their objectives, given

1 the history of corporately caused environmental and
2 health disasters in our country?

3 Thank you.

4 MS. HULL: Thank you.

5 May I have number 331. And I'm going to
6 draw a map of the speakers; so if you want to speak,
7 please get a ticket and deposit it.

8 MR. REX: Hi. My name is Dick Rex,
9 Washington County, Oregon.

10 Just about everything I've -- I've heard
11 here in discussion today I'm firmly behind. What
12 I'd like to pose is from my own personal, as an
13 investor, retired. And I look at, in the past my
14 investments over a lifetime has been divided, and
15 I've follow -- followed the investment gurus --
16 they're all out there. And investment gurus would
17 tell me, maybe an international funds -- an
18 international investment -- I would be five percent
19 at twenty -- and ten percent.

20 But in the last decade it's gone down to,
21 like -- and I've seen it on my own personal basis,
22 that twenty-five percent of my investments is in
23 foreign markets, keeping the Australian index, which
24 I think there's Australian companies involved with
25 this.

1 But what does this reflect? This reflects
2 an economy that is -- is -- it's sliding -- it's a
3 maturing economy. That's granted. But look at
4 USS Steel, for example. What's -- what's that part
5 of that American -- greater American investment
6 index? It's diminishing.

7 Well, coal has been around for a long
8 time. Charles Dickens, that was one of the
9 inspirations for Charles Dickens. And if I might
10 play Christmas future is what we are setting
11 ourselves up for is that we're extracting something
12 and sending it -- a natural resource to somewhere
13 else. And that -- that smacks on, you know,
14 basically colonialism in the past.

15 And I don't think that's going to get us
16 to where we want to be in the future as far as
17 future investors, because we want to be able to
18 invest in ourselves. We want to keep that
19 investment economy going here in this country.

20 And so I ask you to look at this on a
21 long-term strategic view as to where we're at.

22 MS. HULL: 284, please. 284?

23 MS. SCHREK: Hello, my name is a Emily
24 Schrek, and I grew up in Bellingham, Washington.
25 And I've been working on farms for seven years,

1 since I was 16 years old.

2 Currently, I work on Dan Seary's (sic)
3 farm, which is near Troutdale, Oregon, and it's
4 within a mile of the national scenic boundaries.
5 The changing climate is already very obvious on
6 farms. In the northwest farms I've worked on,
7 unpredictable seasons have left experienced farmers
8 guessing in providing and have led to significant
9 crop losses.

10 As a child in Bellingham I've spent
11 summers camping and hiking with my father. And as a
12 teenager the North Cascades were my respite since
13 high school. I have traveled widely, including to
14 the Alps of Switzerland. And from that experience I
15 understand why the mountains here in Bellingham have
16 earned the title of the American Alps. They're one
17 of the most beautiful locations I have ever seen.

18 While I'm concerned about the immediate
19 impacts of coal export, which have been outlined
20 extensively, I'm more concerned about impacts of
21 climate change on farming and on the beautiful
22 places that I come from. I know Bellingham. I love
23 Bellingham. And I don't want to lose what I love
24 about my home town.

25 I also know that the lovely folks at the

1 Army Corps of Engineers and Department of Ecology
2 eat food, and I hope that they will take into
3 account the safety of our food supply. As someone
4 who's spent a considerable amount of time growing
5 food, I want to remind you that our food doesn't
6 just materialize. The systems that keep us alive
7 are very tenuous. Please do everything in your
8 power to keep the coal in the ground.

9 Thank you.

10 MS. HULL: Thank you.

11 Can I have 293, 421 and 554 make their way
12 forward. I think we're going to have time for 15
13 more people after we get through the list we've got
14 now. So I can go ahead and draw those, get those
15 down for us.

16 So stop me at 15.

17 253, 447, 282, 286, 267, 281, 246, 68,
18 283, 204, 552, 466, 251, 418, and the last ticket is
19 254.

20 So the drawing is now closed, and we will
21 take those last speakers. And we've got all our
22 original panel still. I will not do that again.

23 All right. 293, do I have number 293
24 there? Do I have 421? Do I have 554?

25 DAVE: Yes.

1 MS. HULL: All right. I am going to --
2 thank you so much. I am going to go ahead and just
3 move this over and do this. Does that work for
4 you, or do you need your notes?

5 DAVE: Yeah, I need this.

6 My name's Dave. I am here to ask you to
7 stop the coal trains. I understand that this is a
8 lot of money. I understand that people want jobs.
9 I understand that families in China and Asia want to
10 heat their homes.

11 I want that, too. I want my future family
12 to have jobs, money, food and warmth. I want my
13 future children to have a world they can play in
14 that is beautiful. In your generation it might not
15 matter. In my generation it might. In my
16 generation it will affect climate change. In my
17 generation it will affect the ecosystem.

18 I know that people are worried about
19 having a job. They are scared, because they want
20 their kids to be safe and happy. I want that for my
21 kids. I am scared, too.

22 I can't fix this. I have no power. No
23 one in my generation does. I am eight. I can't be
24 a governor. I can't sit on a board and decide these
25 things. I can't even vote. All I can do is trust

1 you to make the right decision, to think of me, to
2 think of my generation, to think about a future from
3 now where we will be trying desperately to fix a
4 broken planet.

5 Thank you. Please be responsible with the
6 future.

7 MS. HULL: Can I -- do we have 293 or
8 421? Can they come forward? If not, can I have
9 155, 481, 152.

10 You're the only one that came up, so
11 you're up next. You can fill out a card when you're
12 done.

13 MR. TILTON: Oh, okay.

14 MS. HULL: Which number are you?

15 MR. TILTON: 481.

16 MS. HULL: Thank you.

17 MR. TILTON: Hi there. My name's Tom
18 Tilton. I'm -- my name's Tom Tilton. I live in
19 Portland.

20 Everybody else has said all the good stuff
21 up until now. So I'm just going to tell you a quick
22 story. I grew up in Allegheny County, Pennsylvania.
23 In my area no one painted their house, because
24 within two years it turned gray. Why? Because of
25 the trains that were going by and the coal dust.

1 Now, an interesting part for you all, I
2 also suffered chronic respiratory illnesses
3 throughout my childhood until my family moved to
4 Ohio near a farm, and surprisingly, they went away.
5 Don't know why, just happened to happen.

6 The other part is, we don't seal coal
7 trains, because they blow up. So what we're
8 transporting is an explosive material in an open
9 container, sort of like gasoline. Now, if I was
10 pulling this through your town, an open container of
11 gasoline, the State might say something about it.
12 They might think this was a bad idea. Now, will
13 coal dust pluming out of a train cause my house to
14 burn down? I don't know. I don't really want to
15 find out.

16 The other part on this is that as my house
17 devalues, I am not allowed to sue the company. I
18 can't recover my loss for their profit. Why?
19 Because I'm not allowed. But it's also, like, we as
20 the community are not allowed to say no. We are not
21 permitted to control our own environments. We are
22 not allowed. We are not permitted to say no.

23 Now, I'm sorry -- for the people over
24 here, you guys do great jobs. I totally appreciate
25 it, and this has no commentaries on you. I know you

1 do an excellent job.

2 MS. HULL: Thank you.

3 Can I have number 152. 152? Is there
4 anybody hiding in the corner? We skipped you,
5 because you didn't come up. So come on up now.

6 Can I have 152, 373 and 425 come forward.

7 Come on up.

8 UNKNOWN SPEAKER: Hello, folks. I have
9 something a little different to say. I have a
10 little story about growing up with coal.

11 In our family we grew up with a coal
12 furnace. They are dirty, sulphury, stinky clinkers
13 that we had to pull out with long black iron tongs.
14 My brother and I used to have that job. But my
15 brother did most of the work with the coal furnace,
16 and he developed asthma as a young child. And I
17 always wondered, Why did he have asthma more than
18 any of my other brothers and sisters?

19 So I want to focus a little bit on the
20 problem of coal and also mercury. In Hood River,
21 where I am from, we are in a bowl. The coal smoke
22 that comes over from Boardman settles in our bowl in
23 Hood River, and that has been proven to contribute
24 to SAD, seasonal affective disorder. So do we want
25 more mercury in our air to give more people

1 depression? I don't think so.

2 Continuing on the theme with mercury, many
3 dentists now are still putting in fillings that are
4 mercury silver. And people may not know; dentists
5 have a high incident statistic of suicide. Also,
6 there are many who have class action suits, because
7 their children are born with birth defects.

8 So mercury's a far more serious issue than
9 we realize, and it's totally a part of the coal
10 picture.

11 And lastly, these are three cards here of
12 the mercury levels of fish. There's three columns,
13 and salmon and tuna columns are in high levels of
14 mercury. So do we want more mercury in our salmon?
15 Something to think about.

16 Thank you very much.

17 MS. HULL: Thank you.

18 Can I have number 152. 152, 373, 425.

19 And can I have 253, 447, 282 coming down. Thanks.

20 MS. ELINSKI: Okay. Humbug, huh? My
21 God, this is so hard for me to be here, as I'm sure
22 it is for many of you, even those who do this for a
23 living. This is so frustrating.

24 All the hard work we do, whether we're
25 public servants, scientists, teachers, parents,

1 there's just a lot wrong here. And well, I'm here
2 to call out the bullshit.

3 My name is Crystal Elinski. I live right
4 under the flight path and a couple of blocks away
5 from the train in North Portland. When I call to
6 complain about noise pollution and fuel where I grow
7 my own vegetables, they say, Why don't you move from
8 that neighborhood? And I'm, My house was here
9 before you guys. But it's just so frustrating.
10 It's so crazy.

11 We're here at Clark College -- go
12 Penguins. Like, penguins are my favorite animal.
13 And everything we're doing is just ultimately
14 connected to destroying our earth. And it's surreal
15 that we're even having this conversation today.
16 Thank you.

17 Gosh, and to hear -- so here's the
18 bullshit. So Hanford -- when I went to the Hanford
19 meeting at the Vancouver red line -- and then it
20 turns out -- so the Department of Ecology, they're
21 just sitting there looking so nice and like they're
22 listening, and they've got the information for us --
23 and they do their job, I know.

24 But it turns out, they weren't really
25 taking any of our testimonies. And that very

1 weekend Christine Gregoire went off to this party
2 and extended the freakin' Bechtel floor contracts.
3 And just a few months later they had ten more of the
4 whistleblowers. It wasn't enough without Arthur
5 Consitis (sic), right?

6 We had to get it in -- and you know, I've
7 lived in -- twelve years of my life I've lived all
8 over eastern Europe and Korea. And I keep hearing
9 people say about how wonderful it is that we have
10 such a great country out here, that we protect our
11 environment. And now that I've been in the
12 northwest -- I'm from the Valley of the Sun --
13 valley of the smog -- Phoenix. But just since 1990
14 I've just seen us destroy -- everywhere in this
15 country they say we have the best area here, but you
16 know, when I go through Tillamook Forest and
17 Seaside --

18 MS. HULL: Thank you. I'm going to have
19 to --

20 MS. ELINSKI: -- and Van Duzer corridor,
21 and I can't even see freaking trees anymore.

22 Thank you.

23 MS. HULL: Thank you. I'd ask you to
24 wrap up.

25 Number 447, I saw you down there. And can

1 I have 282, 286 and 267 come forward, if you're
2 still here.

3 MS. DEVANY: Hi. My name is Mary DeVany,
4 and I'd like to make a few comments and ask a
5 couple questions.

6 First of all, I don't understand why the
7 southwest clean air agency is not participating.
8 And I'd like some answers to that.

9 Second of all, a statistic that I haven't
10 had anyone present yet or heard yet -- and I've been
11 in this room the whole time -- one pound of coal per
12 train per mile. If you do the math, you're looking
13 at approximately one to two tons per week per mile.
14 We've talked about what the dust looks like, but we
15 haven't talked about the actual volume of it.
16 That's a huge amount of coal.

17 I moved here from Griffith, Indiana 27
18 years ago. Griffith, Indiana is in northwest
19 Indiana, and it has -- its claim to fame is the fact
20 that it has more railroad tracks per mile per capita
21 than anywhere else in the country. I know what it's
22 like to live near trains. And it was a dirty town.
23 It was noisy. We never could get to the grocery
24 store or pick up our kids from school without
25 planning ahead for a train to be stopping us. These

1 are things to consider when you're looking at the
2 environmental impact statement.

3 I live in Vancouver, Washington, but I own
4 two duplexes in Washougal. They are across the
5 street from the railroad tracks. Before I came
6 here, I went out to Washougal, and I talked to all
7 four families, and I asked them what their opinions
8 were of this and how they thought the trains
9 impacted them right now and how they think the
10 trains are going to impact them in the future, if we
11 have more coal. One lady told me, she doesn't care
12 about anything except the noise. Every time a train
13 goes by, her baby wakes up. The baby can't sleep at
14 night.

15 MS. HULL: Thank you.

16 MS. DEVANY: Thank you.

17 MS. HULL: Thank you for being here.

18 282. All right. I'm going to just read
19 off numbers until I see someone stand up. 282, 286,
20 267, 281, 246, 68, 283, 204 -- should I ask if
21 anybody's still waiting to speak -- 552, 466, 251,
22 418, 254.

23 Okay. Now I'm going to ask the question:
24 Is there anybody who is still waiting to speak in
25 the room? I have -- I saw two hands. One is

1 standing up. Do you want to speak? One hand, two,
2 three, come on up.

3 And Randy, in the back, can you let the
4 other room know that we have extra spots?

5 MS. ELINSKI: Thank you, everybody.
6 You're the reason why this is worthwhile.

7 MS. HULL: All right. Come on up, and
8 then you can fill out a card after you're done.

9 MR. EBERSOL: Good evening. My name is
10 Jim Ebersol (sic). I'm a fifth-generation Clark
11 County resident. I'm 68 years old.

12 I worked 40 years as a diesel mechanic,
13 and the last part of my life I worked as a chief
14 engineer, mostly in the Gulf of Mexico on oil spill
15 response teams.

16 And I'd just like to say, What the heck
17 are we thinking of here with this coal operation?

18 I live in the Columbia River. I live on a
19 41-foot sailboat. And I sat down, and I did do the
20 math. If ten -- with only ten trains a day -- not
21 twenty -- ten, and in each one there's the normal
22 number of cars, we're losing along the tracks
23 145,240 tons of coal a year. And this is the
24 railroad's own statistics. I mean, that's
25 unimaginable to me. That's like probably a pile

1 half the size that the Tang Building (sic) used to
2 be.

3 I mean, you know, what are we doing? Why
4 are we doing this to our environment, you know? And
5 we're talking about money, money, money and jobs.
6 Well, I'm sorry, people, you know, this -- the coal
7 export facility uses about as many people as a
8 mid-size Starbucks. And knowing these corporations
9 that come in and build these ports, they're going to
10 bring in workers from India and the Philippines,
11 just like they did down here in Vancouver for the
12 grain plant.

13 So why are we doing this? We're selling
14 our treasure -- our treasure -- for a dollar -- the
15 last auction of in-the-ground coal was a dollar,
16 seventeen cents a ton. That's 2,000 pounds of coal
17 for a dollar and seventeen cents. So why are we
18 even here, you know?

19 I mean, I was up -- I live on a 41-foot
20 sailboat. I've been here 22 years, now. I've lived
21 in the Columbia River. And a number of years ago I
22 was up on Vancouver Island, and I woke up one
23 morning, and my boat was red; it had red dust all
24 over it. And the Mounties came around. I said,
25 What's going on with the red dust? They said, Oh,

1 they had a dust storm over in the Gobi Desert of
2 China. And that's how far to dust came. Think --
3 imagine how long -- how far the acid rain would
4 come.

5 Thank you.

6 MS. HULL: Thank you.

7 Next speaker, please.

8 Thank you, sir.

9 MR. DICKSON: My name is Pollard Dickson,
10 and I live in the Columbia River Gorge in North
11 Bonneville.

12 And I've listened to all of the issues
13 that were raised very carefully, and I notice that
14 there's going to be an accelerated effort to write a
15 draft EIS. And of course, the draft EIS will be
16 circulated for comments.

17 What I haven't heard is that there will be
18 an EAR -- an Environmental Assessment Report --
19 published with indexed appendices that addresses
20 the issues that have been raised prior to the time
21 that a draft EIS is written and circulated for
22 comments. My ability to make an intelligent comment
23 weighing the research that is done in an EAR is
24 critical to my ability to make a comment on a draft
25 EIS.

1 And I think local governments, in
2 particular, cities, counties, county commissioners,
3 the Gorge commission and the rest of the official
4 agencies, would look to an environmental assessment
5 report in advance of the EIS draft being written;
6 and therefore, they can use that document in the
7 preparation of coaching comments on the issue that
8 are going to be included in a draft EIS and,
9 ultimately, in a final EIS.

10 Thank you.

11 MS. HULL: Thank you.

12 I think we have one more speaker waiting
13 over here. Come on in.

14 MS. FLODIN: Hello. And thank you to all
15 of you -- all of you that stayed. My name is
16 Teresa Flodin.

17 And I have -- I grew up in Oregon. I've
18 lived up in Parkdale for eight years in the Columbia
19 River Gorge. I've lived in Camas. I presently live
20 in Vancouver. And I'm making plans to move to
21 Bellingham. So as you can see, this very much
22 affects me as well.

23 And what I'd like the speak to is my
24 experience as a sea kayaker. I've done it for
25 twelve years now. And when I lived in Parkdale,

1 I -- it was 20 minutes to go down and paddle along
2 the Columbia River. And I love paddling on it, even
3 when it was windy. And I've done downwind Gorge
4 runs.

5 And I've noticed that when I was paddling
6 in the Gorge, if a train would go by, you could
7 barely talk to your friend on the -- on your --
8 right next to you, because the noise of the trains.
9 And we've heard a lot of testimony about the coal
10 dust, but the noise from these trains is immense.

11 And you know, I always -- you know, when I
12 paddle, you're always with all the Windsurfers,
13 kiteboarders out on the river. And think of the
14 industry, the revenue that is going to be lost if
15 these coal trains start pouring through the Gorge.
16 It's considered a worldwide mecca for Windsurfers
17 and kiteboarders to come to the Columbia River
18 Gorge, which is an incredibly beautiful area.

19 And this is insane. And I just found out
20 about this from KW radio yesterday and was
21 determined to come today, and I am glad I was able
22 to get the courage to come up and speak.

23 Thank you very much for hearing me.

24 MS. HULL: Thank you.

25 Do we have anybody else that would like to

1 give comments before we close today's session? I
2 see one, and I see two. So come on up.

3 MS. COHEN: Hello, my name's Carol Cohen.
4 I've been a registered nurse for 32 years. I don't
5 speak publicly, but here I am.

6 I want to say, you know, I'm here because
7 of my grandchildren. I'm here because I feel also a
8 very positive energy here that people -- I don't
9 think these people who are trying to profit off the
10 suffering of so many realize what they're up
11 against, that we -- we closed the Trojan. We'll
12 close -- we will not let the coal trains come
13 through this Gorge.

14 And I'm speaking for the Native Americans
15 that came before us, that kept this Gorge so
16 beautiful. I'm not a Native American, but I feel
17 their -- I can feel their spirits and the honor they
18 had for our -- our precious Gorge. We will not let
19 it happen.

20 MS. HULL: Thank you.

21 Can I have my next speaker? Thank you.

22 MS. COTTON: Good evening. My name is
23 Edie Cotton. And I've been a Clark County resident
24 for 36 years.

25 This past Sunday we lost a friend of mine,

1 Mr. Bob Mosher, also known as Mr. Clark College. He
2 was an advocate for the environment. He was out on
3 the streets on his days that he was free. And he
4 had many, many dedicated hours given to this city.
5 He was picking up refuse in his neighborhood and --
6 and so many other things.

7 I saw him at Fred Meyer one day, and he
8 was sitting looking rather winded on a bench inside
9 the main hall. And I said, Bob, how are you doing?
10 And he was -- he said, I am trying to catch my
11 breath. He said, I have COPD. That was less than a
12 month ago. And we've lost a really neat guy.

13 And I hope you take this seriously,
14 because we are going to feel his loss and the loss
15 of so many other people who have done everything in
16 their power to address how important it is to care
17 for our environment.

18 Thank you.

19 MS. HULL: Thank you.

20 Do we have any other folks who would like
21 to speak here before I close our session? Do I see
22 one hand, two hands -- was that a hand here --
23 three, come on up. I'll catch the two of you in a
24 minute.

25 MR. CAMPBELL: So I'm Doug Campbell out

1 of Portland.

2 And back in the '80s I lived in
3 Farmington -- Farmington, New Mexico, just about 20
4 miles from a big coal mine owned by and operated by
5 Peabody Coal. And there were two coal-fired power
6 plants right there. One of them just was so bad,
7 such a -- gave off so much pollution that satellites
8 that flew over that area -- you know, they are -- it
9 was out of view from way out of where; the only --
10 the only plumes of pollution that were detected in
11 at least the western hemisphere was from that coal
12 plant, from that coal-fired power plant.

13 And I don't have much other direct
14 knowledge about coal, but this was -- of course,
15 this coal mine was on the Navaho Reservation. So
16 obviously, there was not much concern about the
17 Native American population there.

18 And I really think that there should be
19 more research. I hadn't heard anything about
20 Peabody Coal this afternoon from this session. And
21 I really urge the -- the government agencies here to
22 look at Peabody Coal's record.

23 Thank you.

24 MS. HULL: Thank you.

25 Can I have our next speaker. Come on up,

1 sir.

2 MR. JOHNSON: Good evening. My name's
3 Charles Johnson, and I currently reside in
4 Multnomah County.

5 But of course, this is going to affect
6 multiple environments from here all the way to
7 Tibet, where people are worried and are setting
8 themselves on fire, because they are being oppressed
9 by the Chinese government we want to give more coal
10 to.

11 It's called an environmental impact study,
12 but we have the Department of Ecology here, and this
13 is really all about economics. We kind of
14 misrepresent the situation to ourselves just the way
15 we talk about it. Economics and ecology are the
16 same things. For those who have been to college and
17 know some Greek, it's both eco. You're dealing with
18 the logic of eco and the law, nomos, of eco.

19 And there's no good -- there's really --
20 there's no good going to come of this. We might get
21 some money, but it's not going to offset the health
22 impacts. We have the Corps of Engineering here that
23 I'm assuming is directing this, that we think, Well,
24 if we get enough money, it's okay to stir up some
25 more toxins on the bottom of the Columbia River.

1 It's -- I'd love to see how we're going to get that
2 in paperwork that says there's going to be
3 mitigatable environmental impact from that.

4 Thank you.

5 MS. HULL: Thank you.

6 If you're coming in, and you'd like to
7 speak, I think we have time for about ten more
8 people. And if we have more than ten people coming
9 in, I'll quickly distribute tickets, and we'll do a
10 drawing for that. Come on up.

11 MR. PYLE: I'm Jeff Pyle (sic), and I
12 have two of unemployed people. I'd like to put the
13 focus on this uses of jobs and getting people to
14 compete with each other -- with each other, and
15 against one another without any -- looking at the
16 bigger picture.

17 Jobs are something that should be the
18 right of everyone to have. We should not have to
19 sacrifice our environment. We should not have to
20 sacrifice good wages and good benefits.

21 The corporations have had us competing
22 with them for ever less and asking us to -- trying
23 to get us to believe that jobs are the issue. Jobs
24 aren't the issue. The way to get jobs is to change
25 the laws, change the rules of the economy to

1 guarantee an annual income.

2 For those of us that remember the
3 Wisconsin years -- that was over 50 years ago --
4 there was a move to guarantee an income to everyone
5 in the country. We've forgotten that kind of policy
6 and continue to compete with each other for ever
7 less money and ever less wages. Now it's going to
8 global, and we're being told the way to survive is
9 to compete with each other and blow those things
10 aside.

11 That's the wrong direction. We need to
12 take control of America, use the economic system for
13 our own advantage and has a long-range perspective
14 that you can have once you -- profit isn't the only
15 motivating factor.

16 MS. ELINSKI: FDR, CCC.

17 MS. HULL: All right. Next speaker,
18 please.

19 MS. KRYGIER: Good evening. Thank you
20 for the opportunity to speak to you.

21 MS. HULL: You have to get closer to the
22 mike. There you go. You have to get very, very
23 close.

24 MS. KRYGIER: I'm Mary Kathryn Krygier.
25 I grew up in Portland.

1 My family -- my parents took us outdoors
2 on the east side, out camping all summer long. I
3 grew up absolutely loving nature and this area.

4 I became -- I started studying nursing but
5 then changed and became a teacher. I have been
6 working many years in Vancouver -- in Clark County
7 in the Vancouver and Evergreen School Districts and
8 other districts, as well as, I've done some
9 full-time teaching also.

10 I have now -- I have three children and
11 now five grandchildren. And I work with children.
12 I'm very concerned about the health effects for our
13 youth and for our little ones, especially. We know
14 that their brains are not fully developed almost to
15 age 25 because of myelinization that takes place.
16 They depend on us to make good decisions in their
17 behalf, and so do people throughout the world and
18 all the -- all the children of all the other
19 species. So I just ask you to consider all of that.

20 Thank you.

21 MS. HULL: Thank you.

22 Next speaker, please. And I expect that
23 we'll be able to take everyone sitting in the front
24 row, but we're going to stop at seven. So we'll
25 take as many of you as we can get to.

1 Thank you.

2 MR. WEILAND: Hello, my name is Dan
3 Weiland, and I'm a resident of Portland. I believe
4 that the environmental impact statement should
5 include the entire route of the train through the
6 state along all the places where these groups have
7 jurisdiction.

8 I've noticed in my life that the people
9 who live along railroad tracks are often of a
10 different socioeconomic situation than people who
11 live elsewhere. And since socioeconomics is
12 something to be considered as a possibly in the
13 scope of the environmental impact statement, I
14 insist that you would do a socioeconomic assessment
15 to see if the people who would be affected by the
16 train cars are in any way different in any kind of
17 economic or cultural way from the rest of the
18 population.

19 Thank you.

20 MS. HULL: Thank you.

21 Next speaker, please.

22 MR. NORGRÉN: Hi, my name's Tim Norgren,
23 and I'm a union laborer out of Local 320. I took
24 time off today to come from The Dalles to express
25 whole-hearted opposition to this proposal and to

1 encourage you to do an extremely in-depth study of
2 all the environmental factors of -- if nothing
3 else.

4 I came on behalf of my wife and other
5 friends and who couldn't make it, because I have --
6 basically, I just have too much love for my family,
7 friends and the rest of the people, the place we
8 call home, not to.

9 It's no small thing that this is home. I
10 grew up in Michigan and then traveled extensively
11 before putting roots down here, because it's here I
12 felt a greater connection and inspiration to the
13 natural world than anywhere else. I love the
14 hiking, fishing, water sports, clean forest air.
15 But sadly, the more industry moves in, and the more
16 I learn, the less I trust the waters and the fish
17 therein. And now I'm apprehensive about buying
18 salmon from the natives, because pollution's
19 increased so much. And that brings me sadness
20 already.

21 So the idea of allowing an energy company
22 with a reputation for dishonesty and reckless
23 pollution to run tons of coal with its list of
24 poisons over our towns, woodlands and waterways,
25 past our playgrounds and backyard gardens, that

1 strikes me not only as myopic, but insane.

2 The fact is that the people behind the
3 proposal live far away from the Gorge. They don't
4 care about the people here -- and that includes the
5 workers -- any more than they care about the Asians
6 working in asthmatic sweatshops at tasks which once
7 provided safe, living wage jobs here at home.

8 And when those unregulated factories burn
9 this coal in Asia, science has proven over and over
10 again that prevailing winds blow the smog back over
11 to our west coast and warm the entire globe -- I
12 mean, it changes the climate globally.

13 Meanwhile, company executives laugh at
14 having cheated our regulations. They thumb their
15 nose, believing our federal agencies are too small,
16 specialized and short-sighted to oppose them. But I
17 believe you can prove them wrong. The Army Corps of
18 Engineers and the other agencies here do have the
19 power in this case. I urge you to use it to protect
20 us.

21 Thank you.

22 MS. HULL: Thank you.

23 And can we have our next speaker up.

24 MS. GIDDINGS: That was fantastic timing.

25 I'm Roxy Giddings. I'm from Pierce

1 County, and we're going to have trains up there.

2 This is a scoping document, and I have
3 written several of these in the past. And they
4 elicit to people what they want to -- what they want
5 you to talk about. So I thought I'd do that
6 tonight.

7 And I also submit this document as public
8 input to any other shipping terminal processes in
9 the states of Washington and Oregon as of this date.
10 By substituting the Columbia River and Pacific Ocean
11 for the words Puget Sound and the sturgeon to the
12 word whales, the context is still the same. So this
13 is for all terminals.

14 How will each -- and I don't know what's
15 been going on in this room, but in the other room we
16 just talked about dirty coal, mostly. And so I'd
17 like to talk a little bit about the terminal itself.
18 I want to know what percentage of the cargo will
19 actually be coal. I'd like them to address how
20 much more that -- if there's more than one bulk
21 cargo type handled at the site; and if they do that,
22 how do they fill the ships that are in there when
23 they only have one way to get the stuff out to the
24 ships?

25 How will they handle the storing and

1 transporting of the cargo affecting the air quality
2 within at least two miles surrounding the facility,
3 including over-water structures and any areas where
4 ships, trucks and trains might tie up, anchor or
5 wait on train tracks or roads? The air quality
6 study will have to be wind-blown particulates and
7 engine emissions and odors and anything else they
8 can think of.

9 And if the water is used for dust emission
10 control, where is the source of the water? How much
11 water will be used? Are there other methods for
12 controlling this dust -- remember, this is at the
13 terminal site that they plan to build -- and what do
14 these other methods have to do with the natural
15 environment?

16 Address responsibility for keeping air
17 quality within Washington State guidelines, and is
18 the County in compliance now.

19 And I have run out of time, and I have two
20 more pages.

21 MS. HULL: You can send all that into our
22 website.

23 MS. GIDDINGS: I have to give it to you
24 this way. I don't do the web.

25 MS. HULL: Okay. We'll take those, too.

1 Next speaker, please.

2 MS. WIGMORE: My name's Nan Wigmore. I'm
3 speaking as a Portland, Oregon resident and
4 grandparent and great-grandmother.

5 And I'm speaking to you who are probably
6 doing the very best you can, and to all the
7 representatives, listen to the people. Listen.
8 Listen to the people. You don't need more. Just
9 listen to the people. And then have the guts to do
10 the damn thing.

11 MS. HULL: Next speaker, please.

12 MR. SCHMITT: My name is Rick Schmitt,
13 and I'm a 45-year resident of Vancouver,
14 Washington.

15 I can say that I really enjoyed growing up
16 here. It's been a beautiful place to live. I go
17 hiking here. I'm a member of the Sierra Club.

18 I guess it's just kind of puzzling to me
19 that we need to have a coal rig coming through our
20 area, because I think it's -- it's just going to
21 pollute so much and destroy so much that I really
22 enjoy. And that's why I have such a passion for --
23 for this, for making sure that -- you know, this is
24 only going to give us 29 jobs, but it's -- you know,
25 we're going to have 10 coal trains per day coming

1 through our region.

2 And when I think about what's at stake and
3 what I'm going to lose, I -- I don't want it. I
4 don't think we need it here. I think the jobs need
5 to go someplace else. And you guys need to listen.
6 It's definitely no.

7 So thank you for the time.

8 MS. HULL: Thank you.

9 Next speaker.

10 MS. ZIMMER-STUCKY: My name is Jasmine
11 Zimmer-Stucky, and I was born and raised in the
12 Pacific Northwest. And my partner of seven years
13 moved here from Virginia about twelve years ago.

14 And from him I know that Virginia is coal
15 country. And I know that about coal country: In
16 coal country you find poverty; you find places where
17 you can't drink the water; you find homes that are
18 at risk of being destroyed by nearby mines; and you
19 find health problems, not just in the elderly, but
20 in children and newborns.

21 So as you're studying this process -- this
22 project, I urge you to study the complete impacts
23 through a cumulative environmental impact statement.
24 And in that, please study the impacts of coal mining
25 in the Powder River Basin, not just on the -- the

1 mine, but on the health of the people who live in
2 the area, the reclamation efforts and the cultural
3 implications of turning the Powder River Basin into
4 a complete strip mine for overseas export.

5 I urge you to study the impacts on rail
6 communities and to study the impacts of toxic
7 blow-back and the acidification of our oceans as a
8 result of these coal export projects.

9 And when you complete this study, I'm
10 confident that there are things that you will find
11 that cannot be mitigated through simple things like
12 surfactant or new technologies that we've never seen
13 before in the coal export community, and that you
14 will find that you must deny these projects.

15 Thank you very much.

16 MS. HULL: Thank you.

17 Next speaker.

18 MR. MCKINLAY: I'm Don McKinlay.

19 This isn't that complicated. This
20 crackpot, antisocial scheme to strip mine land and
21 haul mountains of coal and coal dust down our
22 waterways, through our communities, across the sea
23 to be burned into the air in Asia would not even be
24 considered were it not for the huge profits a few
25 companies can rake in. Please consider the enormous

1 social cost of allowing this insane enterprise to
2 move forward.

3 Please consider the effect of jobs being
4 offered here in coal export. It's because jobs are
5 so important, because the work we do every day
6 determines who we are, that you must prevent a
7 meager collection of coal jobs from ever being
8 offered.

9 We all want to have good jobs. Jobs are
10 important, because our work can produce good things,
11 and because we are paid for our work, that is, we
12 derive some personal benefit from the good that we
13 produce.

14 Sometimes work is unpleasant or causes us
15 some personal harm, such as poison. Then we have to
16 balance that harm against the good we and others
17 derive from the unpleasant task.

18 Other times a job primarily causes harm,
19 though someone must be benefiting, otherwise, they
20 would not pay to have the job done. People are
21 hired to lie, to steal, to kill and to destroy. We
22 know jobs created by this massive coal export
23 enterprise will facilitate and create tremendous
24 harm to the earth and to the people.

25 If jobs in the export of coal are created,

1 some young people will have to choose them just to
2 survive. And then, because of us, the youth will
3 devote their lives, their careers, to an enterprise
4 of leveling nature, poisoning of communities and
5 environments for the entire lenth of a wasteful
6 transport, to the pollution of Asia, to the
7 life-destroying disruption of the earth's atmosphere
8 and climate. What does it do to a young person, my
9 son or daughter or yours, to become a contributing
10 part of this destruction --

11 MS. HULL: Thank you.

12 MR. MCKINLAY: -- and what does it say
13 about us that we put them in this position?

14 MS. HULL: Next commenter.

15 MS. RUDOLPH: Hi. My name is Mytzi
16 Rudolph. I'm a nurse, healing touch practitioner
17 and mother of two beautiful daughters.

18 And I am here, because I'm very concerned
19 about the detrimental health and environmental
20 affects of transporting and the burning of coal. I
21 believe in the promotion of health and wellness and
22 environmental protection, and that's the reason why
23 you are here listening to us.

24 I'm concerned, because climate change is a
25 fact that we really do not have to contribute to.

1 We don't have to contribute to global warming. It
2 causes too much destruction. Please promote clean
3 energy alternatives. Consider clean energy
4 alternatives instead of selling and burning of coal.

5 Thank you.

6 MS. HULL: Thank you.

7 Next speaker, please. Come on up.

8 MS. KIRCHER: My name is Margie Kircher,
9 and I'm an occupational therapist who's worked in
10 special education in the Evergreen School District
11 here in Vancouver for 25 years.

12 In the past decade we in public education
13 have seen a profound increase in the number and the
14 severity of children per capita with
15 neurodevelopmental disorder, such as autism,
16 attention deficit disorder, learning disabilities,
17 mood dysregulation, and serious cognitive delays.
18 The Centers for Disease Control and Prevention, CDC,
19 collaborates this increase in their recent counts of
20 pediatric disorders, available on their website.

21 This is likely due, in part, to increased
22 exposure to neurotoxic chemicals in the environment.
23 Coal dust contains heavy metals that you've been
24 hearing about, such as arsenic, mercury, lead and
25 cadmium, which can cause permanent damage to the

1 developing nervous systems of prenatal and young
2 children, even at low level.

3 An enormous increase in our local
4 populations's exposure to neurotoxins supplied by
5 coal dust from trains and barges, 25 tons of dust
6 lost into the environment from a single 100-car
7 train, will predictably increase neurodevelopmental
8 impairments in children in Washington and Oregon
9 even further. This will be at a large cost to our
10 society.

11 Also, I wanted to just remind you, I don't
12 think Peabody Energy can really be trusted to tell
13 us their full intentions for coal export. They
14 initially said they planned to ship 24 tons per year
15 from Cherry Point -- and you probably know all of
16 this, of course -- and then announced in "Guardian"
17 newspaper they planned to ship up to 50 tons per
18 year from Cherry Point, and recently told their
19 investors they plan to ship 100 to 140 million tons
20 of coal annually from the west coast.

21 So please consider this and what -- you
22 know, what they really have in mind when you do your
23 environmental impacts. I'm very concerned that
24 Peabody Energy will bring a huge amount of coal
25 through the Gorge during transportation.

1 Please do a comprehensive environmental
2 impact statement.

3 Thank you.

4 MS. HULL: Thank you.

5 Next speaker, please.

6 MS. SACK: My name is Barbara Sack, and
7 I'm a long-term resident of the city of Portland.
8 I'm a member of the Friends of Columbia Gorge and
9 the Oregon Nordic Club.

10 And one reason I chose to live in this
11 area is the proximity to outdoor recreation
12 opportunities, such as hiking, cycling and boating
13 in the Columbia Gorge and the Cascades.

14 I am concerned about the plans to ship
15 48 million tons of coal a year through the Columbia
16 Gorge to the planned Gateway Pacific Terminal. The
17 Gorge is a national scenic area and an irreplaceable
18 resource for outdoor recreation for those of us who
19 live in the Portland-Vancouver metropolitan area.

20 I am concerned that the coal dust blown
21 from the open cars in the train will pollute the air
22 breathed by those recreating in the Gorge and on the
23 Columbia River. Many hiking trails are just above
24 or close to the train tracks on both the Washington
25 and Oregon sides of Gorge.

1 Also, a number of frequently-visited
2 waterfalls on the Oregon side, such as Multnomah,
3 Wahkeena and Latourell Falls, are quite close to the
4 train tracks that run along the river's edge.
5 Visitors might be harmed by inhaling diesel fumes
6 and coal dust.

7 Please study the impact of coal dust and
8 diesel fumes on visitors to hiking trails and
9 waterfalls along the Gorge. I, for one, spend a lot
10 of time in these places.

11 I'm also concerned about the amount of
12 noise caused by the increase in train traffic. I
13 think that it would adversely impact the experience
14 of those visiting or camping at recreation sites
15 along the river. Please study the potential noise
16 impact on recreational sites of increased train
17 traffic in the Gorge.

18 Lastly, I am concerned about the effects
19 of shipping coal down the Gorge for those seeking to
20 enjoy the river. Coal trains would block access for
21 fishermen, boaters and windsurfers. Also if the
22 coal is barged, the chances of accidents with those
23 boating on the river will increase, plus there's the
24 potential for coal to spill into the river and
25 contaminate our salmon and sturgeon.

1 Thank you.

2 MS. HULL: Thank you.

3 Next speaker, please. And I do want you
4 to know that we have two speakers left, and that
5 will round out our three hours today.

6 MR. JOHNSON: My name's Chuck Johnson,
7 and I'm from Portland, Oregon. I'm from the
8 Physicians for Social Responsibility.

9 And I also urge that a complete and
10 thorough environmental impact statement be done.
11 The -- I find it ironic that the -- we're
12 proposing -- the proposals are there for shipping
13 coal to China right now just as we're phasing out
14 the Centralia and Boardman plants here in our own
15 region and trying to turn away from coal. The same
16 reasons that we chose to do that should be the
17 reasons why we reject this proposal perpetuating the
18 use of coal in the world.

19 I would urge that a -- I echo what an
20 earlier person said, that the entire life cycle of
21 coal needs to be considered in the environmental
22 impact statement, the mining and the preparation,
23 the communities that -- the contamination that
24 occurs in the communities where it's mined, and the
25 contamination that occurs throughout the entire

1 length of -- of shipping it through Washington state
2 and out of the port in Bellingham; and then also the
3 consideration of the fallout of the toxic chemicals
4 that -- the mercury and other -- and other
5 contaminants that -- some of which will make it back
6 to our part of the world as well, and the
7 acidification of the ocean.

8 Taken as a whole, this -- this proposal is
9 absurd. We're turning away from coal in the United
10 States. We should not be perpetuating it in any
11 way, shape or form anywhere else in the world.

12 Thank you.

13 MS. HULL: Thank you.

14 Can I have our next speaker. Thank you.

15 MR. SEARS: Hi, my name's Dan Sears
16 (sic). I'm with Columbia Riverkeeper.

17 So I want to -- I guess, it goes back to,
18 there's such a big turnout tonight. And it's sort
19 of amazing, and I want to thank everyone who's come
20 out and submit -- submitted testimony. It's
21 incredible to see this number of people, you know,
22 just right on the heels of a huge hearing in
23 Portland, to come out yet again, to turn out and to
24 encourage our decision-makers to do the right thing
25 and to protect our region from coal.

1 And there's a couple of themes that have
2 leapt out at me as I listened to person after person
3 testify. And the first one -- you know, it was sort
4 of reinforcing me just a couple of minutes ago -- is
5 lies. You know, Peabody started out by saying only
6 20 million tons of coal -- really, really reminds me
7 a lot of what happened in Longview when a company
8 called Amber Energy turned up, and they said, Well,
9 only 5 tons of coal, and all of a sudden it turned
10 out to be 50.

11 So you know the coal industry is lying
12 when their lips are moving. And that's something to
13 remember for all of us and for ecology, that we need
14 to take a hard look at the different impacts of this
15 project.

16 The second huge issue is trains. You
17 know, over and over I heard people talking about
18 trains. It's not just trains to Bellingham. It's
19 trains to -- to Port Westward. It's trains to
20 Longview. It's trains to Coos Bay.

21 All of these trains have to go through the
22 strategic fossil fuel choke point of the Columbia
23 River, and that gives us the opportunity to do
24 something really great and to deny them access to
25 this resource that we -- we hold so dear.

1 The Columbia River has a better future
2 than being a huge coal super highway. And so we're
3 asking the Ecology to use your authority to do the
4 broadest analysis you can, to look at the
5 unmitigable impacts; the fact that women -- pregnant
6 women and children are limited in how much fish they
7 can eat from the Columbia River system because of
8 the mercury that is coming from coal-fired power in
9 Asia.

10 And I want to close with something that
11 was really powerful, a statement that came from a
12 Chinese waterkeeper. I work for Columbia
13 Riverkeeper. He came over to visit Portland, and he
14 said, China does not want to become the dumping
15 ground for your dirty coal industry. He said this
16 with so much energy and power that he had a thousand
17 people in downtown Portland jumping up and down and
18 cheering.

19 So thank you all for being here.

20 MS. HULL: All right. And the co-lead
21 agencies have generously agreed to hear our last
22 two commenters who wanted to speak, so I'll let you
23 guys go real quick.

24 MR. NELSON: Hi. I'm John Nelson from
25 The Dalles.

1 I've been in The Dalles since about 1993.
2 And in the late '90s The Dalles put their attention
3 to reconnecting with the river. And one of the
4 things that really hasn't been talked about --
5 because I have a whole thing here that I'm not going
6 to talk about that I was going to talk about, but
7 everybody else has talked about. So this one's not.

8 In communities along the river in the
9 Gorge, we're very affected by the amount of train
10 traffic that moves through, the capacity of the
11 rails to handle the trains that go through, and the
12 volume that goes through. And so everything flows
13 pretty good as it's going east to west or west to
14 east. But in the communities there's a lot of
15 traffic that goes back and forth from the river.

16 And I-84 cut The Dalles off from that --
17 that kind of transportation, that kind of movement.
18 And so in the late '90s we have been spending
19 millions of dollars to reconnect to the river. And
20 these new proposals to increase the amount of rail
21 traffic is really putting a -- it's giving us great
22 concern.

23 We tunneled under I-84, so we did that in
24 the late '90s, early 2000. And we spent, lately,
25 about 3 or 4 million dollars developing new docks

1 and a festival grounds to attract tourism. But we
2 are still cut off by the railway at grade crossing
3 there. And so that's a problem when our festival
4 grounds is right next to the rail. Our docks are
5 close by. We just heard today that --

6 MS. HULL: Thank you.

7 MR. NELSON: Thank you.

8 Anyway, I'd really like you to look at
9 that whole issue about communities and the kind of
10 traffic that goes back and forth and what -- do you
11 want me to provide you written comments, too?

12 MS. HULL: Yes, you can.

13 MR. NELSON: And can I do this more -- do
14 this again?

15 MR. HEGEDUS: You can submit it online.

16 MR. NELSON: I can submit it --

17 MS. HULL: Yeah, you can submit more
18 online.

19 MR. NELSON: Okay. Thank you.

20 MR. MILLER: The last word, I guess.

21 My name is Charles Miller. I'm a
22 professor of oceanography at Oregon State
23 University.

24 And it is the ocean I want to talk about.
25 It's been mentioned once across the street, which is

1 to say, it's growing. It's growing because the
2 global inventory of ice up on land is melting. It's
3 melting because of global warming, which is driven
4 by CO2.

5 The proposed coal for this project will
6 burn an additional 1.6 percent of the annual
7 increment of carbon into the atmosphere, which is
8 currently 9.13 billion tons. 1.6 percent may not
9 sound like much. But we are at a tipping point
10 where the ice is melting extremely fast. Greenland
11 is a honeycomb, not a solid glacier.

12 We know very well how much ice -- how much
13 water was in that ice. It's equivalent of seven
14 meters of sea-level rise. That's bigger than the
15 height of this room. Portland is at 22 feet,
16 Jantzen Beach at 15 feet; some of Vancouver is below
17 the rise that will happen. Those places will be
18 under water at low tide. At high tide they'll be
19 flooded to the second story. And this could happen,
20 at the present rate of melting, within a decade or
21 two.

22 If the Antarctic ice melts, the sea level
23 rise will a total of 80 meters -- 182 feet. You
24 don't even want to think about it. But there will
25 be no Florida. The Dutch will move to Germany.

1 And this issue should be in the EIS for
2 this problem, for this coal problem we're proposing
3 to impose on the atmosphere.

4 Thank you.

5 MS. HULL: Thank you.

6 I want to thank all of you for your
7 comments, and for doing such a good job of
8 listening. And I really appreciate you making my
9 job very easy.

10 So on behalf of the co-leads, thank you
11 for being here physically in our process. And you
12 can continue to give comments through January 21st
13 on our website or by mail. And there's a nice form
14 there on our website to use for submitting the
15 information.

16 Thank you.

17 (The Scoping Meeting concluded at
18 7:05 p.m.)

19

20

21

22

23

24

25

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

C E R T I F I C A T E

I, Sinead R. Wilder, a Certified Court Reporter for Washington, pursuant to RCW 5.28.010 authorized to administer oaths and affirmations in and for the State of Washington, do hereby certify that at said time and place I reported in Stenotype all statements made and other oral proceedings had in the foregoing matter; that thereafter my notes were reduced to typewriting under my direction pursuant to Washington Administrative Code 308-14-135, the transcript preparation format guidelines; and that the foregoing transcript, pages 1 through 132, both inclusive, constitutes a full, true and accurate record of all such statements made and oral proceedings had, and of the whole thereof.

Witness my hand and CCR stamp at Vancouver, Washington, this 18th of December, 2012.

Sinead R. Wilder
SINEAD R. WILDER
Certified Court Reporter
Certificate No. 3227



Public Verbal Comments (Room 2)

ENVIRONMENTAL IMPACT)
STATEMENT FOR THE PROPOSED)
GATEWAY PACIFIC)
TERMINAL/CUSTER SPUR)
)
)
SCOPING MEETING)
)

NEPA AND SEPA SCOPING MEETING

* * *

December 12, 2012

1933 Fort Vancouver Way

Clark College, Gaiser Hall

Vancouver, Washington

Cindy M. Moore, CCR

Court Reporter

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

APPEARANCES:

THE MODERATOR:
Ms. Jamie Strausz-Clark
1501 Fourth Avenue
Suite 550
Seattle, WA 98101
206.462.6365

PANEL MEMBERS

Tyler Schroeder
Whatcom Planning and Development Services

Gordon White
Washington State Department of Ecology

Randal Perry
Army Corps of Engineers

Alice Kelly
Department of Ecology

ALSO PRESENT:

Members of the Public

INDEX

PAGE NO.

Introductions	3 - 4
Comments from the Public	4 - 113

1 VANCOUVER, WASHINGTON; WEDNESDAY, DECEMBER 12, 2012

2 4:00 p.m.

3 * * *

4 THE MODERATOR: My name is Jamie
5 Strausz-Clark. I'm a consultant working in behalf of
6 the U.S. Army Corps of Engineers, Washington State
7 Department of Ecology, and Whatcom County to conduct
8 this environmental impact statement. And I'm
9 moderating this evening's meeting. This is our sixth
10 meeting -- well, this is my fifth. Nice to see all of
11 you here.

12 On behalf of the agencies, I would like to
13 introduce our listeners tonight. We have Tyler
14 Schroeder with Whatcom County, Gordon White with the
15 Washington State Department of Ecology, Randal Perry
16 with the Army Corps of Engineers, and Alice Kelly with
17 the Department of Ecology.

18 I'm going to draw three numbers at a time.
19 The first number is going to be at the podium, the
20 second two are at the table here. When you're at the
21 table, I'm going to ask you to fill out one of these
22 blue cards with your first and last name. Please
23 print as legible as you can. This will help our court
24 reporter match your name with your testimony.

25 Oh, one more point. If you have written

1 notes with you and you're willing to leave them behind
2 with the court reporter, I will collect them from you
3 and that will also help her to get your statement as
4 accurately as possible. So if you have notes to leave
5 them behind, that helps make sure your statement is
6 accurate.

7 So Jack Burkman, council member, who is
8 representing the mayor, who cannot be here to night,
9 is going to be at the podium. And we're going to be
10 calling 417 and 46 to sit at the table here. When I
11 call you up, I'm going to ask you to state your name
12 for the record and we'll start the timer.

13 So you have two minutes on the timer. So
14 state your name and we'll start the timer. No. 417
15 and number 46, please come sit up here at the table.
16 And council member Jack Burkman, please state your
17 name for the record.

18 MR. JACK BURKMAN: Jack Burkman, Vancouver
19 city council. Good evening. I want to thank you for
20 holding this public comment session here in Vancouver.
21 We really do appreciate you taking the time to hear
22 the residents of our area. The BNSF rail lines run
23 through Vancouver. Everybody knows that.

24 But not everyone knows it runs east/west
25 along the Columbia River and north/south along the

1 edge of our downtown. So there's significant rail
2 traffic in the Pacific Northwest that travels through
3 our city limits.

4 Now, to be perfectly clear, Vancouver is not
5 opposed to rail or even an increase in rail traffic.
6 Our economy relies on trains and our port, which is
7 one of the largest facility for bulk goods on the west
8 coast, could not survive without the convenient access
9 to the rail that it enjoys.

10 But while we embrace the jobs and goods that
11 rail provides, we need to make sure that the impacts
12 of the increase in coal transported through our
13 community are understood and mitigated so this place
14 we all love remains a great place to live and work.

15 We hear conflicting information on the volume
16 of coal dust emitted. That's a question. We're
17 concerned about the potential cumulative health issues
18 and environmental issues, especially to sensitive
19 lands, from coal dust that may blow off or escape the
20 coal cars.

21 Vancouver has over two dozen at-grade
22 crossings. Given the train length and the number of
23 trains, what will the impact be in delays at
24 crossings? Impacts such as congestion, loss of
25 productivity, increased auto emissions, and access by

1 emergency responders that divide our city.

2 In July our city council passed a resolution
3 asking the reviewing agencies of all coal export
4 terminals to address these types of concerns in EIS.
5 We will participate in the environmental review
6 process of each coal export facility, and we're going
7 to advocate for measures to address those impacts.
8 Thank you for listening and gathering those.

9 You're going to hear a lot here. Our staff
10 will follow up these formal comments with their formal
11 comments with more detail. So you have the list of
12 the items you're looking for. And you'll receive that
13 in the next few days. Thank you.

14 THE MODERATOR: Okay. 417. Please look at
15 your ticket. The last three numbers for the person
16 who has 046 and 426 please come sit at the table. So,
17 sir you may go up to the mic now and please state your
18 name for the record.

19 MR. RICHARD MEYER: My name is Richard L.
20 Meyer. I live in north Portland. I'm very pleased to
21 be here today. I'm the chair of the North Portland
22 Coal Committee. We sponsored a no coal demonstration
23 at the St. Johns railroad cut last summer and had 200
24 folks spending an afternoon alerting folks in the
25 neighborhood that the coal trains could be coming.

1 The Army Corps of Engineers' Web site says
2 that environmental sustainability is their guiding
3 principle. Our men and women, this is a quote, Are
4 protecting and restoring the nation's environment,
5 unquote. Allowing the transport of coal through the
6 Pacific Northwest to export to China does not promote
7 environmental sustainability. If the men and women in
8 the Army Corps of Engineers to support the transport
9 of coal through the Pacific Northwest for export to
10 China, they are not protecting our nation's
11 environment.

12 Defense secretary, Leon Panetta, told an
13 environmental member group last May, quote, The area
14 of climate change has a dramatic impact on national
15 security. The Army Corps of Engineers is a military
16 organization. It takes orders from the commander in
17 chief. Barack Obama, our president, must stop
18 spending American lives and treasure on fruitless wars
19 overseas and start protecting American citizens at
20 home from the environmental civil war forced upon us
21 in the Pacific Northwest by big coal. Thank you.

22 THE MODERATOR: So we're going to have 426 at
23 the podium. Last three numbers 426 at the podium.
24 And 400 and 424 at the table. Please state your name
25 for the record.

1 MR. PAUL GREENLEE: Good afternoon and
2 welcome to America's Vancouver. My name is Paul
3 Greenlee. I was elected to represent the people of
4 Washougal on their city council. Washougal is served
5 by Washington State Route 14, the major highway along
6 the Columbia River from Vancouver to Kennewick, north.

7 The main line Burlington Northern Santa Fe
8 runs through Washougal. We have five at-grade
9 crossings and only a single grade separated crossing.
10 The vast majority of our people live on the north side
11 of the tracks. Fire stations, police, city hall,
12 downtown core and the highway are all on the south
13 side of the tracks.

14 The substantial increase of traffic moving
15 through Washougal will cut us in half. The
16 intersection of 32nd and Evergreen is the busiest
17 intersection in our city. The major shopping center
18 is on that corner. 32nd Street is a grade crossing, a
19 little less than five blocks from that 60 mile-an-hour
20 highway.

21 The highway intersection has had many serious
22 accidents over the past ten years. If we back up
23 traffic from the grade crossing onto the highway,
24 people will die. I won't bore you with the details,
25 but the short of it is nobody can figure out how to

1 get over the tracks for less than \$30 million. 32nd
2 Street is not a state highway.

3 Our entire 2013 street fund budget is
4 slightly over \$1 million. As I understand the law,
5 the railroad would pay for, at most, five percent.
6 Looking at our long-term growth, we're hemmed in. We
7 can only grow to the north and northeast. 32nd is our
8 only arterial available to serve that. Crossing the
9 track at 32nd is our future. No way around it.

10 Another major concern for our city is noise
11 pollution and the effect on the value of property
12 close to the heavily used tracks. That has serious
13 implications for revenue for the city because we're up
14 against the property tax revenue cap already. We need
15 all of those impacts to be evaluated and mitigated.

16 I'm an economist by training. Any serious
17 investigation must look at the entire system, not one
18 or a few pieces. So this isn't just about Cherry
19 Point and additional tonnage. It's about Cherry Point
20 at maximum capacity and all the other terminals as
21 well. Thank you.

22 THE MODERATOR: Look at your ticket stub and
23 look at the last three numbers. Now we are 400 at the
24 microphone. 414 and 430 at the table. Please state
25 your name for the record.

1 MR. DOUG NICOLI: My name is Doug Nicoli.
2 And I live within 300 feet of the main BN line north
3 of Seattle. And, in fact, they took some of my
4 property as an easement and didn't pay for it. I'd be
5 happy with less train traffic. However, I was aware
6 of this when purchasing the property and I've learned
7 to live with it.

8 With that said, the coal trains were an
9 opportunity for the U.S. to create jobs along with tax
10 revenue. And I feel the movement of coal by rail is
11 the best alternative. The dust blow off problem, if
12 there is any, will be solved by current technology.
13 Rail is by far the most efficient to ship large
14 quantities of material over long-distances.

15 Movement of this quantity of coal by truck
16 would cause unacceptable amounts of damage to our
17 highways, cause additional traffic problems, and waste
18 enormous amounts of fuel. If we don't ship our coal,
19 other countries will fill the void at the expense of
20 needed American jobs.

21 Powder River Basin coal is a much cleaner
22 burning coal than from deposits in other parts of the
23 world thereby helping clean up air pollution. The
24 U.S. needs to ship this very valuable commodity by the
25 most efficient means possible and that is by rail.

1 The jobs and revenue created will benefit all
2 Americans. I fully support the export of coal through
3 the Pacific Northwest and movement by rail. We need
4 to quit strangling our economy by unnecessary
5 regulations.

6 THE MODERATOR: 414 you're at the microphone.
7 430 and 322 you're at the table. Please state your
8 name for the record.

9 MR. TOM BARAN: I'm Tom Baran. I'm coming
10 from a standpoint of logic and common sense. When you
11 look at the number of trains now that would go through
12 the Gorge, you're going to eliminate, just plain
13 eliminate the Columbia Gorge as a tourist attraction.

14 In eliminating that, the restaurants, the gas
15 stations, the motels are going to lose business that's
16 going to compensate for any supposed increase of jobs
17 provided by the railroads. Although, joking with
18 somebody, maybe it's true, there will be an increase
19 of jobs because of the physicians and RNs who get to
20 deal with the lung diseases. There's a fancy name for
21 that. Mesothelioma. There you go.

22 So when they continue to push this quantity
23 of trains, I see them purely as bullies. They know
24 what it's going to do. And for us to give in to the
25 bullying attitude galls me. Earlier this afternoon,

1 down the stairs there, somebody was saying, Well we
2 always have the trains. And I said, but not to the
3 quantity you want to do.

4 We've always been shipping coal through the
5 Gorge. That's a plane lie. They've never come past
6 Boardman. Yeah, coal trains have been coming into
7 Boardman. Yeah, one how often, I don't know, but not
8 to the degree as indicated on the card. Thank you.

9 THE MODERATOR: I'm going to make a quick
10 reminder. I'm going to read three numbers at a time.
11 One is at the podium, the other two are at the table.
12 And while you're at table please fill out your name,
13 your first name and last name. That will help our
14 court reporter match what you say to your name. I'm
15 going to call now 430. You are at the podium. 322
16 and 367, you are at the table.

17 Please state your name for the record.

18 MR. SEAN GUARD: Good afternoon. My name is
19 Sean Guard. I'm mayor of the City of Washougal. For
20 those who are maybe from up north and not familiar
21 with where we're at, we're a short 15 miles straight
22 up the Columbia River here. We're a community of
23 14,400 people.

24 Washougal was one of the first communities
25 whose council passed a resolution in regard to trains

1 and the coal trains. And I believe that's part of
2 your record already. As our previous council member
3 stated, Washougal has six railroad crossings, one of
4 which is an overpass. Additional trains carrying any
5 product, not just coal, will result in more time
6 delays and more risk sitting at crossings. More
7 motorists sitting will likely result a lower quality
8 of air.

9 But I want to be clear, as we were in our
10 resolution. Washougal is not against trains.
11 Washougal is not against commerce and exports. And
12 Washougal is not against additional and sustained jobs
13 in the area. Washougal simply wants confirmation that
14 what is passing through our community is safe to the
15 health of our residents and visitors. And Washougal
16 wants to understand and have a mitigation plan in
17 place for the additional time motorist will be sitting
18 at the railroad crossings.

19 I want to thank you for being here and I want
20 to thank you for citing one of these hearings down
21 here and we certainly look forward to hearing where
22 your deliberations go in the future. Thank you.

23 THE MODERATOR: At the podium, No. 322. Last
24 call No. 367. At the table No. 096 and 288. Please
25 state your name for the record.

1 MS. JODI GUETZLOE PARKER: My name is Jodi
2 Parker and I'm -- well, good evening. I'm the
3 executive secretary, treasurer of the Columbia Pacific
4 Building Trades in Portland, Oregon. Thank you for
5 taking the time to come down and listening to this
6 whole testimony.

7 We represent 26 different affiliates in nine
8 counties within the boundaries of Oregon and three
9 counties in Southwest Washington. The council works
10 as a voice of the building trades in our region
11 ensuring that tradesmen and women have fair labor
12 agreements and the best education and apprenticeship
13 opportunities available. And I always forget to bring
14 my water.

15 In addition to the skilled and diverse
16 workforce, another of our state's strengths is our
17 position on the Pacific Rim and the opportunities that
18 it creates for trades and exports. Exports help build
19 our region and helps our world become -- as our world
20 becomes a smaller and smaller place, exports help
21 rebuild our region.

22 As it's well known, there's a proposal to
23 build a new shipping terminal in Cherry Point,
24 Washington for the purpose of exporting commodities
25 around the world. I can't speak to the specifics of

1 this project, however, I can tell you, though, this
2 project will be good for Washington's economy. It
3 will put our people back to work.

4 Each export proposal that we're hearing right
5 now, it should go through careful environmental review
6 by the professional regulators, both state and
7 federal, to ensure our compliance with existing laws.
8 We should not put up more roadblocks to the hundreds
9 of middle class jobs and millions of potential tax
10 revenues that exporting energy can bring to our
11 Pacific Northwest.

12 If we don't build the terminals here in the
13 Northwest, the jobs, the tax benefits, and the demands
14 for the coal energy will not disappear. It's not
15 going to go away. It's going to go somewhere else.
16 More likely a foreign country.

17 My concern with that is here in America, here
18 in Washington we have laws that protect our
19 environmental standards. No way. Thank you.

20 THE MODERATOR: 322 at the podium. 367 and
21 96. State your name for the record.

22 TONI MONTGOMERY. My name is Toni Montgomery.
23 I live along the Evergreen Highway. This is along the
24 watershed and seeps to the Columbia River. I am just
25 feet from the passing coal trains. Have you

1 experienced what coal dust can do to personal
2 property? I have. I lost a tree to coal dust. And
3 my yard is coated with fine particles of coal every
4 day.

5 It's a dangerous mess. Six coal trains a day
6 pass by right now. They're going to Canada. Canada
7 doesn't want the coal traveling through their country
8 because they know what coal does. Why are we a
9 pass-through to Canada spreading coal dust on our
10 country?

11 I have thought about 1.5 mile trains at maybe
12 20 a day dumping their coal dust. This is not
13 acceptable. My health, my land, the Columbia River,
14 and the world will suffer if this happens. BNSF
15 estimates at least 500 pounds per trip of coal is
16 lost. Horrific. Trains travel pass over federally
17 protected Chum Salmon spawning grounds and their water
18 supply. I helped to save that area.

19 What about all the other fish in our Columbia
20 River and every stream the train travels over as it
21 rolls from the Powder River Basin to the planned
22 ports? Please study this. I have thought about our
23 agriculture and our wine producing grapes and the bees
24 that pollinate the plants. What will happen to them
25 with so much coal dust? Please study this.

1 What about the schools that trains pass and
2 the health of the children? Please study coal dust
3 impacts on children. What about the health of all of
4 us in the pass-through? Please study human health
5 effects from coal.

6 Our economy will be jeopardized by coal
7 trains choking the tracks and diminishing our port's
8 ability to receive or ship goods. Study this. There
9 is a net loss of jobs wherever coal passes. The truth
10 is, coal causes derailments --

11 THE MODERATOR: Number 96 at the podium. 288
12 and 23 at table. Please state your name.

13 MS. DORETHEA SIMONE: Dorethea Simone, RN.
14 Dear citizens, I must demand a full health impact
15 study. Big coal corporations simply plan to acquire
16 endless wealth for a few. Dirty coal plans harm to
17 many to please the few. What is it that big coal
18 corporations use today's modern technology to
19 accomplish?

20 Well, they remove coal from our mountains and
21 ship that coal away fast with harm to many, from the
22 coal miners in America to all the lands, air and water
23 across the U.S.A. This coal then crosses the oceans
24 to be used in the deadly, unregulated factories so
25 beloved by corporations. These factories are killing

1 people overseas in their black air towns. World wide
2 pollution is just fine with big coal.

3 As a registered nurse I speak today knowing
4 the impacts on people with lung disease, and it is not
5 pretty. Normal lungs would not exist in towns
6 welcoming the increased diesel toxins required to pull
7 heavy frequent coal loads. Do study the full health
8 impacts of this for our citizens. Children and people
9 with lung disease will need to leave town or live
10 indoors with filtered air in order to protect
11 themselves.

12 Please explain why we ever need to allow any
13 mercury, lead, and other toxins via coal dust into
14 waters to further contaminate our fish. This is not
15 1930. My grandchildren and all children must have a
16 clean air legacy starting right now. Thank you.

17 THE MODERATOR: Please show your enthusiasm
18 with your signs. And if you miss your number, I will
19 go back and call the numbers that were skipped at the
20 end of this series. You will get another shot. We
21 have at the podium No. 288. At the table, 023 and
22 050. Please state your name for the record.

23 MR. JOHN BOONSTRA: Good afternoon. I'm John
24 Boonstra. I work and raise a family in the Columbia
25 River Gorge. I'm a former executive minister of

1 Washington State Location of Churches and am currently
2 the pastor of Bethel Congregational United Church of
3 Christ in White Salmon.

4 I'm here to name a painful truth. We're
5 already at the edge of "game over" for the planet. We
6 will no longer be complicit in our business of usual.
7 People of faith will no longer be silent about climate
8 change.

9 Our sacred planet and all that has life on it
10 is groaning and crying out for or immediate response
11 to reduce rising carbon levels, to keep our air,
12 water, and our food sources clean. I remind us of our
13 spiritual and moral work to put as much focus on
14 saving the planet and its delicate environment as we
15 do on saving jobs, our schools, our banks, or profits,
16 our security.

17 Let us not allow the business plans of
18 Peabody Energy chew us up, spit us out, and leave us a
19 used up and a depleted lifeless planet. Let us not
20 forget your work to review the impacts of Cherry Point
21 Gateway Coal Exports proposal is only a small part of
22 our larger moral ecology. A moral ecology to which
23 you are publically responsible.

24 Beyond the legally defined parameters of the
25 Department of Energy or the Army Corps of Engineers is

1 a spiritual challenge, an ethical mandate, a charge to
2 do what we can to address climate change and our
3 future. We all have this moral charge. We are never
4 allowed to suspend it from our scoping. Not at any
5 time, not at any place, and not for any reason.

6 I urge the Department of Ecology to form its
7 EIS remembering that our future is now. I urge you to
8 think about our moral charge and broaden your scope at
9 least that far.

10 THE MODERATOR: Up at the microphone 023. At
11 the table 050 and 334. Please state your name for the
12 record.

13 MS. KATE MCBRIDE: My name is Kate McBride,
14 and I'm a fourth generation Gorge resident, and I
15 represent the Hood River City Council. On April 23rd
16 of this year, Hood River City Council passed a strong
17 resolution opposing coal transportation through the
18 Columbia River Gorge three pages long. I'll submit
19 it.

20 Our community is opposed to both train and
21 barge transport methods. We have and are continuing
22 to urge the governors and other decision makers to
23 work on a comprehensive policy to prevent the Gorge
24 from becoming the coal chute of the nation.

25 Over 30 trains travel through Hood River

1 daily. With as many as 50 additional coal trains in
2 the Gorge, twenty from this project alone both on the
3 Oregon and Washington sides, our quality of life will
4 suffer and will stifle tourism in our community as a
5 result of spewing coal dust, adding noise pollution,
6 and potential safety and fire hazards.

7 Hood River is known for its water and wind
8 sports of windsurfing and kite boarding. Any
9 additional barge or train traffic will make these
10 sports more dangerous, less accessible, and ultimately
11 less attractive.

12 Coal dust entering the water from trains or
13 barges is a health a hazard and we ask the Army Corps
14 and Department of Ecology to perform an area-wide EIS
15 study for this project and all other forms of coal
16 transportation in the Gorge.

17 I've witnessed personally four destructive
18 fires within the Gorge during the tinder dry summer
19 days with our famous winds blowing ten to 30 miles an
20 hour or more. Two of these fires started at the rail
21 lines. Who is going to be responsible if a coal barge
22 or train catches on fire or derails?

23 With our city budgets stretched to the
24 limits, how will we be able to afford more fire and
25 emergency personnel if additional fires start as a

1 result of more rail traffic? I have personally
2 witnessed lots of coal next to the tracks in
3 Washington. With additional coal dust on the tracks,
4 the chances of those fires increasing will rise
5 significantly. The safety of our citizens with the
6 potential for fires is just too much. Thank you.

7 THE MODERATOR: At the podium 050. At the
8 table 334 and 340. Please state your name for the
9 record.

10 MR. KEITH BROWN: Keith Brown. My wife and I
11 live in Skamania County in the heart of the incredible
12 Columbia River Gorge and its National Scenic Area.
13 The scoping process must take into account the impact
14 of the coal trains during transport through this area.
15 This needs to include the likelihood of increased
16 fires as a result of coal deposits and additional
17 train traffic along the tracks.

18 As a former volunteer firefighter and a fire
19 commissioner during the past ten years, we have
20 fought, firsthand, fires ignited by rail traffic in
21 the Cape Horn region of the National Scenic Area.
22 Coal is highly combustible and there are documented
23 cases of coal train cars that have spontaneously
24 ignited. On a dry day with high east and west winds
25 that frequent this area, a fire could easily sweep out

1 of control up the slopes of Cape Horn destroying homes
2 and lives and wildlife habitat.

3 There are numerous homes in the west end of
4 Skamania County that will be totally cut off from
5 emergency services as the 120 to 150 car coal trains
6 travel through on an incessant basis. As former EMTs,
7 we know that this 15 to 20-minute delay for each train
8 can literally mean the difference of life and death.
9 An additional ten or more trains would block any
10 access to two-and-a-half to three hours a day just for
11 this proposal.

12 A neighbor of ours driving along SR14
13 narrowly escaped being crushed by a semi-truck when
14 its driver reacted instinctively to large chunks of
15 coal pummeling his window blown off from a passing
16 coal train during a wind gust. A full investigation
17 of how many increased accidents and fatalities would
18 likely occur as a result of this proposed increase in
19 coal transport needs to be conducted as a part of this
20 scoping.

21 The State of Washington has invested
22 significantly in enhancing safety along SR14. It
23 would be blatantly irresponsible for the Washington
24 State Department of Ecology to blindly approve a
25 project, and the resulting transport for the same

1 which has a real potential of degrading safety along
2 portions of SR14. Thank you.

3 THE MODERATOR: At the podium we have 050.
4 At the table 334 and 340. Last call for 050. At the
5 podium 334. At the table 340 and 016. Please state
6 your name for the record.

7 MS. BONNIE MILZER: I'm Bonnie Milzer
8 (phonetic). I live in north Portland, four blocks
9 away from where six full trains, coal trains will come
10 a day and six empty. I live at about a quarter of a
11 mile from two full coal trains a day if this should
12 happen.

13 I'm an organic gardener. My garden is not
14 just for pleasure. It is my food supply. I grow 50
15 percent of my food on a 100 by 100 city lot. I'm
16 concerned about whether I will still be able to be an
17 organic gardener. I'm also concerned about a very
18 important industry in Oregon and in Washington which
19 is organic gardening -- actually farming in general,
20 whether it's organic or not, is that soil still going
21 to be safe from the diesel emissions? Is the coal
22 dust going to make the soil and the air and the water
23 -- I believe someone mentioned a tree had died because
24 she was so close.

25 Look at those train tracks when they come

1 through the Gorge. They're very near our farms.
2 They're very near our fruit trees. Another thing that
3 would happen, and I'm going to talk about our food
4 supply at the moment, but wheat is our biggest export
5 in Oregon. It goes mostly by train. Will the coal
6 trains take precedence because they won't be able to
7 park along the sides. So are they going to say, Hey,
8 wheat, you get over there and wait for the coal
9 trains.

10 Well, that's probably what's going to happen.
11 And if I was a wheat farmer, my hair would be standing
12 up on end and I would be in this audience fighting.
13 What about our wine growers -- our wine makers, our
14 grape growers and makers. Is their product going to
15 be just left at the side. Why should coal take
16 precedence? Why should it ruin our area?

17 THE MODERATOR: At the podium 340. And the
18 last call for 340. At the podium 016. At the table
19 197 and 300.

20 MR. ANDY HARRIS: Hi, my name is Dr. Andy
21 Harris. I'm a physician. I'm also a grandfather of
22 two granddaughters who live in north Portland. On
23 Friday an accident occurred at the west shore
24 terminals in Vancouver British Columbia when a bulk
25 carrier ship slammed into a coal conveyor in Trestle

1 spilling coal into the Georgia Strait. You know,
2 accidents happen.

3 Since June of this year, 16 coal trains have
4 derailed around the country killing four people, two
5 in Illinois and two in Maryland. Because coal trains
6 are so heavy, they require diesel engines both at the
7 front and the rear of the load to push and pull. So
8 when coal trains derail, they tend to accordion
9 spilling large amounts of coal.

10 A study commissioned by the Seattle
11 Department of Transportation concluded coal trains
12 through Seattle could delay traffic for several hours
13 each day including police, fire crews, and ambulances.
14 For heart attack and stroke victims, seconds are
15 critical. A five-minute delay reaching a hospital can
16 mean the difference between life and death, recovery
17 and paralysis.

18 Accidents happen. But these are not
19 unforeseen occurrences. These are among the hazards
20 of transporting and shipping coal. They're the cost
21 of doing business. So are increased rates of asthma,
22 emphysema, chronic bronchitis, heart disease, and
23 cancer from coal dust and increased diesel emissions
24 from coal trains, sleep disorders, hypertension,
25 depression, and anxiety from the incessant rumbling of

1 trains through our communities. And blow back of
2 toxic chemicals from Asian coal grain power plants:
3 Mercury, lead, arsenic, chromium, sulphur dioxide,
4 nitric oxide, ozone and a number of other toxic
5 chemicals.

6 So, in summary, the EIS must include
7 accidents and risks such as collisions, spills, and
8 fires. Thank you.

9 THE MODERATOR: At the podium -- please use
10 your hands and signs to show your enthusiasm. At the
11 podium 197. At the table 330 and 300. Please state
12 your name for the record.

13 MS. CAROLYN BUELL: I'm Carolyn Buell. I'm
14 very concerned about coal dust particularly on behalf
15 of my daughter who has compromised lungs. But in
16 addition to the coal dust, I'm very worried about the
17 surfactants.

18 We've been told that surfactants will be
19 sprayed on the coal to stabilize it so it won't be
20 blowing about. What's in the surfactants? What are
21 the ingredients of it? What are the impacts on health
22 of those ingredients?

23 And we've been told that the surfactants stay
24 with the coal. They don't -- it doesn't blow off.
25 And does that mean there are no particles of

1 surfactants that become airborne? And what about
2 barge traffic? Are there no particles that enter the
3 river?

4 And then what happens when the coal is
5 burned? I mean, that's its whole goal is to be
6 burned. What happens when the surfactants burn? Is
7 there a synergistic event that happens between the
8 coal and the surfactants or just what happens there?
9 What sort of emissions happen? So those are my
10 questions and I hope you have answers for them. Thank
11 you.

12 THE MODERATOR: At the podium 330. At the
13 table 300 and 012. Last call for 330. Okay at the
14 podium 300. At the table 012 and 318. Please state
15 your name for the record.

16 MS. PATRICIA KULLBERG: Good evening. I'm
17 Patricia Kullberg. I'm a physician from Portland,
18 Oregon with a master's degree in public health. If
19 ever 30 years of experience in primary care and public
20 health taught me anything, it's that poor health and
21 premature death are largely the result of the combined
22 effects of unhealthy social, economic, and physical
23 environments.

24 Today we have an opportunity to intervene.
25 My concerns about coal exports range from the toxic

1 effect of fugitive dust, diesel pollution from trains,
2 neuro toxicity of heavy metals contamination, from
3 coal processing increases, and traffic congestion that
4 degrade the safety and livability of our urban
5 environment. Plus most importantly the well-known
6 effects of coal on global climate change.

7 The potential harms to human health are too
8 numerous to detail here. My fear is that the decision
9 is being driven, as we have seen so many times in the
10 past, by money and power, by the short-term interests
11 of the coal export industry whose officials will never
12 be called to account for damage to the environment and
13 human health.

14 Not here, not in Montana, not in China, and
15 certainly not for their contribution to worsening
16 global climate change which apparently is not even a
17 factor under consideration here because if it were we
18 wouldn't be here tonight considering coal exports.

19 I don't buy the argument that if we don't do
20 it someone else will. We have an opportunity to set
21 an example and say no. If you are serious about
22 making a rational evidence-based decision that
23 incorporates the values of community and global
24 welfare, please do not hide behind narrow bureaucratic
25 rules. Thank you.

1 THE MODERATOR: At the podium 012. At the
2 table 318 and 169. Please state your name for the
3 record.

4 THE PARENT: This is my son Zeke and I hope
5 you will consider him in the range of your scoping.

6 ZEKE: I forgot, Mommy. My name is Zeke, and
7 I'm four. And I have a brother named Zoren
8 (phonetic). And having good food and good, umm, a
9 good life.

10 THE PARENT: He wants good food and a good
11 life.

12 THE MODERATOR: At the podium 318. At the
13 table 169 and 347. Last call for 318. At the podium
14 169. At the table 347 and 093. Please state your
15 name for the record.

16 LINDA FELDER: My name is Linda Felder
17 (phonetic). I'm a registered nurse. Why have I taken
18 the afternoon off work to come here? Because we all
19 need to breathe. We all need our hearts to beat
20 regularly, and we need our brains to work.

21 Coal dust is toxic. It is well described and
22 well documented in the medical literature that chronic
23 exposure to coal dust is associated with numerous lung
24 diseases: Chronic bronchitis; emphysema; pulmonary
25 fibrosis, which means scar tissue developing in the

1 lungs so that when the lungs become too stiff that
2 people have great difficulty inhaling. People who
3 have the severe lung diseases and very short of breath
4 trying to walk across the room. And sometimes when
5 they are sitting in a chair, they are panting from
6 lack of oxygen. I have seen this as a registered
7 nurse. It is well documented.

8 Coal dust is associated with neuro toxins,
9 that was mentioned, umm, the burning of coal and coal
10 dust containing heavy metals and substances which
11 damage nerves especially in developing children and
12 developing animals.

13 Diesel particulates are associated with
14 greatly increased incidents of very severe asthma
15 attacks in children and other people and increased
16 amounts of hospitalization. When someone has asthma
17 they -- their lungs are very tight and they have
18 difficulty breathing.

19 So in your proposal, please investigate a
20 deep analysis the cost of human health, human reduced
21 quality of life, and -- I shall end there.

22 THE MODERATOR: Just a quick note. We're
23 starting the drawing for the second hour. If you
24 would like a chance to make a comment and you haven't
25 dropped your ticket in the bucket please, do so. No.

1 347. At the table 093 and 199. Please state your
2 name for the record.

3 MR. DAVE KING: I'm Dave King and I'm really
4 nervous about talking to big crowds like this. I'm
5 kind of in-between red and green. I'm here with the
6 red people, but I have a lot of empathy for the people
7 wearing the green shirts.

8 I'm a retired construction worker. I've been
9 a trade activist for the last 20 years, NAFTA, EFTA,
10 and all the trade agreements that ship our jobs
11 overseas. The person I came with just found out that
12 her son is training an Asian worker to take his job.

13 One of my biggest concerns right now, I'm
14 working on a committee that is trying to develop
15 climate jobs. The climate is a really big problem.
16 All you have to do is look at ice. You don't have to
17 believe scientists. All you have to do is look at
18 ice. So if you don't, you know -- if you don't think
19 it's a problem, take a look at ice because it's going
20 to get us.

21 Alternative energy jobs in wind, solar, bio
22 mass, all that stuff, there's ten jobs per kilowatt
23 hour in alternatives than there is in the fossil fuel
24 industry. Does that make sense? So to generate a
25 certain amount of electricity, you get a lot more jobs

1 in alternative fuels.

2 And it's growing like crazy. Solar grew 18
3 percent in the last year without any support. Just on
4 its own. So and it really works. And I just got
5 solar put on my roof and it works. So my big
6 objection to the coal trains besides the climate is
7 this coal is going to fuel energy in plants in sweat
8 shop plants.

9 THE MODERATOR: At the podium we have 093.
10 At the table 199 and 010. Please state your name for
11 the record.

12 MS. TERESA ROBBINS: Teresa Robbins. My
13 husband and I have been intricately involved in
14 developing the Cape Horn Trail and recreation area for
15 the last seven years. The increased train traffic
16 will dramatically increase noise significantly,
17 increase the likelihood of train derailment due to the
18 buildup of coal on the tracks, and result in toxic
19 degradation to what has been a pristine and treasured
20 environment and experience.

21 Skamania County's economic health and future
22 depends heavily on the draw this area has for tourists
23 because of the National Scenic Area and the
24 recreational opportunities that exist here. For
25 example, we understand that over 70 percent of the

1 retail sales in the town of Stevenson come from
2 tourists.

3 The additional coal trains, which cut
4 Stevenson off from their waterfront area, will
5 discourage tourists, the docking of passenger ships
6 and the holding of special events, which draw locals
7 and tourists alike.

8 Sitting on our desk is a large jar of coal
9 gleaned from mounds deposited along the rail line
10 immediately below the Cape Horn Trail. Given the
11 amount of coal currently present with one or two coal
12 trains traveling through a day, we hate and can't even
13 fathom the truly devastating impact an additional ten
14 trains a day would inflict, day after day, month after
15 month, year after year.

16 You need to fully investigate as part of the
17 scoping process the contamination that will result
18 from coal washing into the Columbia River, its
19 tributaries, and its wildlife refuge area.

20 Perhaps most importantly are the proven
21 health impacts experienced from coal dust and diesel
22 emission residues, not only from immediate exposure,
23 but also from the airborne mercury and pollution from
24 the burning of coal in Asia that will ride the air
25 currents and be re-deposited across the Northwest.

1 Gorge communities are situated along this rail line.
2 Thus to residents at home -- anyway negative impacts
3 must be -- thank you.

4 THE MODERATOR: At the podium 165. 368 and
5 456 at the table. Please state your name for the
6 record.

7 MR. JIM EBERSOLE: Good afternoon. My name
8 is Jim Ebersole (phonetic), and I'm a fifth generation
9 resident of Clark County. And I'm here to speak for
10 the Columbia River. My dad's run tug on this river
11 for 26 years from the Woodland area both to Camas and
12 to Longview. When I was four years old he took me on
13 the tugboat, took me up the river pulling a log raft.
14 And I fell in love.

15 Ever since that time I've sailed sail boats
16 on this river for 45 years, and I live on a 45-foot
17 sail boat now that sits in the river. I'm within a
18 foot of the river every night. And I love it. It's
19 my life.

20 I've lived on the sail boat for 22 years
21 summer, winter, rain, or shine. And I would like to
22 say, you know, What the hell are we thinking? You
23 know, we're selling this coal -- does anybody in here
24 know what we're selling this coal for? \$1.17 a ton
25 in the ground. That's what we're selling our treasure

1 for. Does that make any sense? Is that going to pay
2 off or national debt? I really don't think so.

3 And my personal history is that I was a
4 diesel mechanic for over 40 years. The last 15 years
5 or so I have been a chief engineer of the U.S. Coast
6 Guard on ships. And I know about things. I know
7 about diesel. I spent a year-and-a-half working on an
8 oil skimmer cleaning up messes. I worked the Gulf of
9 Mexico for a period of time.

10 And I don't want to see the Columbia River
11 become the coal chute. I'm a country boy. Okay? I
12 was raised out in Standard (phonetic), went to school
13 out there. And I would like to give you some figures
14 here. These aren't real fancy ones you need a
15 computer to do. Let's talk about ten trains a day
16 going to Bellingham, 125 cars per train. That's 1,250
17 cars per day.

18 Each car loses, and this is by the
19 railroad's own figure, about -- the bottom line is
20 there's 114,245 tons of coal dust being dropped on the
21 tracks per year.

22 THE MODERATOR: At the podium 368. At the
23 table 456 and 412. Please state your name for the
24 record.

25 MR. DAVE MEYERS: My name is Dave Meyers. I

1 represent the Washington State Building and
2 Construction Trades Council. I'm here in support of
3 the Gateway Pacific Terminal and responsible handling
4 of coal as well as the other products that we transfer
5 through this facility.

6 Gateway Pacific Terminal is a great project
7 using state-of-the-art technologies to mitigate
8 environmental concerns. It is only appropriate to
9 evaluate Gateway Pacific Terminal on its own merit,
10 and I am confident that the study will show limited
11 impacts on the environment. And those issues can be
12 mitigated with other technologies.

13 Coal being transported has been shown to be
14 cleaner than the alternatives that will be supplied to
15 Asia. To mock this is creating a worse scenario
16 because coal will be supplied. The coal they will be
17 burning is dirtier coal and it will be supplied in
18 Asia.

19 Let's talk jobs. Frankly, we need them. We
20 need to embrace the opportunities, especially the
21 opportunities to export with our current trade-deficit
22 problems. We shouldn't be pushing these opportunities
23 away. We can be smart and responsible in using coal.
24 Evaluate Gateway Pacific Terminal on its own merit and
25 move this project forward. Thank you.

1 THE MODERATOR: At the podium 456. At the
2 table 412 and 346. Please state your name for the
3 record.

4 MS. GAIL KEIZER: My name is Gail Keizer.
5 I'm from Cowlitz County. And I would like to address
6 the concerns of the small towns along the BNSF tracks
7 which will be deeply impacted by the coal trains that
8 would be necessary to service a coal export facility
9 at Cherry Point.

10 I'll be talking about Ryderwood, Washington.
11 Ryderwood is a former logging camp. It has been
12 developed into a senior living community. The latest
13 census show a population of 395 people. Ryderwood's
14 only connection to the populated areas of southwest
15 Washington is SR506.

16 That highway is bisected by the BNSF lines at
17 Vader, Washington. If the proposed Gateway Pacific
18 Terminal was built, it will mean 18 coal trains, nine
19 full and nine empty, traveling the BNSF tracks daily.
20 This number does not take into account the freight
21 trains, grain trains, and the Louisiana oil train.
22 These trains would exceed one mile in length. And the
23 time that it takes for them to move through crossings
24 varies from five to 15 minutes, depending on the speed
25 of the train.

1 The rail system is close to capacity now.
2 What will happen to folks who have to cross these
3 tracks merely to go to the grocery store. More
4 importantly, what will happen to those who are unlucky
5 enough to need emergency medical treatment. There's a
6 very short period of time known as the "golden hour"
7 to get stricken victims to medical health. How many
8 deaths will be acceptable to the railroad? Who will
9 be considered responsible for these deaths?

10 You will hear from the proponents of this
11 project voicing the familiar reason of jobs as the
12 driving need to put these facilities in. I would
13 argue that the destruction of the people's way of life
14 trumps the job card. The residents of Ryderwood have
15 retired from a life of work and should not be
16 disregarded in this argument. I urge you to deny this
17 project.

18 THE MODERATOR: At the podium 412. At the
19 table 346 and we're going to start by missed number
20 046. Please state your name for the record.

21 MR. CHARLES MCCARTHY: My name is Charles
22 McCarthy. I've not found any hard data on just what
23 the environmental problems are going to cost. But I
24 did some calculations and it seems to me that just
25 from the dust that comes off the trains that a fair

1 cost is about ten cents a ton mile. And is that a
2 cost that's going to be borne by all of us, or is it
3 going to be borne by the people who are profiting from
4 this? I'd just like to have that sort of data
5 available and verified. Thank you.

6 THE MODERATOR: At the podium 346. At the
7 table 046 and 340. Please state your name for the
8 record.

9 MR. BOB REES: My name is Bob Rees. I'm the
10 president of Northwest Guides and Anglers Association.
11 I'm a full-time fisherman from the Oregon Coast. We
12 collectively as an industry are a \$3.5 billion a year
13 economic engine for the Pacific Northwest.

14 U.S. citizens have spent hundreds of millions
15 of dollars on salmon recovery, yet salmon and
16 steelhead populations continue to decline. The bulk
17 of the over \$300 million has been spent on fresh water
18 ecosystems.

19 We don't have the technology or the capacity
20 to reverse the negative impacts of our greatest
21 national resource, our oceans. We are already seeing
22 the effects of ocean acidification where I live in
23 Tillamook, Oregon where in recent years the local
24 oyster hatchery is losing well over 50 percent of each
25 year's juveniles due to acidic ocean levels.

1 Finally, the signs of toxins in our wild
2 seafood is well documented. As our population grows
3 and demands on our ocean resources increase, who do we
4 hold responsible for the poisoning of our public food
5 sources? How much more money will be available for
6 disaster relief when our commercial fisherman cannot
7 feed their families in our rural communities?

8 We don't want to be on government welfare.
9 We want to serve healthy, safe food to our
10 communities. Proposals for coal exports are a no net
11 gain for Northwest jobs. Thank you all for being here
12 tonight.

13 THE MODERATOR: 046 at the podium. Please
14 state your name for the record.

15 MS. CARLY MARSHALL: My name is Carly
16 Marshall. And I'm going to keep it short and sweet.
17 I'm a 16 year-old Running Start student here at Clark
18 College and I live in Camas, Washington. I'm
19 concerned about the harmful effects of climate change
20 on the world as a whole, as well at the negative local
21 impacts of coal exports through Vancouver. I'm here
22 because I want a healthy environment for my future,
23 and I don't want coal trains coming through my
24 community. Thank you.

25 THE MODERATOR: 340. This is your last call.

1 Okay. At the podium 330. At the table 318 and 199.

2 Please state your name for the record.

3 Ms. SUE GAY: Hi, my name it Sue Gay and I
4 live in the heart of the Columbia Gorge scenic area.
5 The Union Pacific Railroad bisects our fruit farm.
6 This farm has been in the same family since the 1880s
7 and is one of the most photographed points in our
8 area.

9 I'm speaking in behalf of the 15 adults and
10 ten children who live on our family's farm. We are
11 absolutely opposed to the prospect of coal being
12 transported through the Columbia Gorge in any manner.
13 There are numerous reasons for this opposition, many
14 of which have already been stated.

15 But one of the first is air quality for our
16 employees who have to work outdoors year-round. Who
17 will help be responsible for mitigating OSHA air
18 quality workplace standards with coal dust flying in
19 the windy gorge? What about coal dust on our fruit?
20 Who will be responsible for meeting the safety residue
21 standards for us? What about noise pollution outdoors
22 as long stretches of coal cars run through our farms?
23 What about coal pollution blow back from China into
24 the Northwest?

25 Lastly, the whole idea of massive quantities

1 of coal moving through the Columbia Gorge seems to be
2 affront of the purpose of a National Scenic Area. We
3 are requesting the Army Corps of Engineers to conduct
4 a by-state EIS study to assess the cumulative
5 region-wide impact of five coal terminals in Oregon
6 and Washington.

7 Ultimately we hope you say no to coal. The
8 people of Oregon and Washington deserve better than
9 this, and the future generations deserve better.
10 Thank you.

11 THE MODERATOR: 318, last call. To the
12 podium 199. Do I hear 199? 010. All right. We will
13 move onto our next set. At the podium 407. At the
14 table 087 and 082. Oh, 087 at the podium. At the
15 table 082 and 055. Please state your name for the
16 record.

17 MS. MARY LYONS: My name is Mary Lyons. I'm
18 a resident of Longview, Washington which is about 45
19 minutes north of here. It's very encouraging to see
20 much red in this room.

21 In considering my move from Seattle to
22 Longview eight years ago, I looked at two different
23 regions of the state, the Northwest and Southwest.
24 Livability was my primary criteria in making my
25 decision. And Longview appealed to me and because of

1 its proximity to such a variety of outdoor and
2 cultural activity.

3 As a survivor of a cardiac arrest, I have a
4 profound appreciation for the brief time we have on
5 this earth and the responsibility we have to care for
6 the lives that hope to be lived after we're gone.
7 Joblessness and pollution were the criticisms my
8 friends and acquaintance had about Longview. And I
9 was struck by the stigma that those two labels
10 carried.

11 The fact that the coal industry is telling us
12 that their polluting industry is the answer to this
13 region's joblessness is simply a Wall Street shell
14 game designed to line the pockets of corporate
15 executives. Pollution is not the solution. It's not
16 the solution to joblessness. It's not the solution to
17 a growing economy. Pollution is not the solution to
18 export/import imbalance.

19 The reason that this region of the country
20 has led in achieving and leading environmental
21 responsibility, and the red in this room reflects the
22 willingness of the people in this region to renew
23 power energy, in holding firm to the rudder of the
24 good health through clean industry. Twenty-five years
25 ago CPR saved my brain. Thank you.

1 THE MODERATOR: Thank you. At the podium
2 082. At the table 055 and 338. Please state your
3 name for the record.

4 MR. WARREN SHOEMAKER. My name is Warren
5 Shoemaker. I live in Camas, Washington which is just
6 upriver about 12 miles from here. I have a number a
7 concerns. I'll just mention a few here. In
8 particular, the train traffic. I live about a half
9 mile from the railroad tracks. And we don't have as
10 bad a problem as Washougal does.

11 It was nice to the see the mayor of Washougal
12 speak earlier. They have all these at-grade
13 crossings. Camas has only one of those. But we have
14 a very loud whistle that every train has to blow their
15 whistle as they come through the paper mill for some
16 reason.

17 Ten more trains a day would mean ten more
18 whistles a day. I assume this will happen at night
19 also. This will disturb a lot of residents. Even
20 where I live, I'm a half a mile from the tracks, I'm
21 not that close, its very annoying.

22 The other problem Camas has, we have a very
23 cute downtown kind of street-oriented outdoor, quite a
24 popular downtown with boutiques and restaurants. And
25 we hear the trains in the town. When you're outside,

1 you hear every rumbling train go through. Ten more
2 trains would be very annoying. And these need to be
3 taken seriously, these complaints.

4 For work, I'm a project developer in the bio
5 industry. I've committed my life to developing clean
6 energy solutions. And frankly, it's very, very
7 difficult for this industry to gain attraction when
8 you have to compete with cheap coal. And it's just
9 going the wrong direction to make it easy for the coal
10 industry to continue polluting the world. Thank you.

11 THE MODERATOR: At the podium 338. At the
12 table is 540 and 083. Please state your name for the
13 record.

14 MS. CATHERINE CHUDY: My name is Catherine
15 Chudy and I'm representing the Oregon Conservancy
16 Foundation. Good evening. The significant oversight
17 in any preparation of an EIS for documenting the
18 effects of the proposed coal export terminal at Cherry
19 Point would be the failure to consider increased
20 world-wide combustion of coal, increased emissions of
21 carbon dioxide, and catastrophic climate change.

22 The only purpose to export coal into Asia is
23 to connect coal mining with coal combustion-producing
24 toxic blow back that affects not only the Pacific
25 Northwest, but the world. Last month the World Bank

1 issued a study on climate changes entitled Turn down
2 the Heat: Why a 4 Degree Celsius Warmer World Must Be
3 Avoided.

4 An EIS must include all of the environmental
5 health impacts of coal mining in the Powder River
6 Basin, coal transport through the Columbia River Gorge
7 and Pacific Northwest communities, and coal combustion
8 in Asia. It is imperative to consider the collective
9 global effects of multiple coal export terminal
10 projects on ocean acidification and mercury emissions
11 and climate change.

12 We do not exist in a vacuum. What we do here
13 connects to what happens beyond the confines of our
14 location. You have it within your authority and you
15 owe it to concerned citizens to expand this study to
16 encompass the wider impacts that will be felt
17 outwardly in the regions to come.

18 Climate change is upon us. We are its
19 driving force. We can no longer ignore the role we
20 play. The price of business as usual is too great.
21 It can no longer be supported by growth for the sake
22 of growth. The burden for change falls on all of us
23 and demands a greater consciousness in the way we live
24 on earth.

25 THE MODERATOR: Thank you. At the podium

1 540. At the table 083 and 073. Please state your
2 name for the record.

3 MR. CARTER MOORE: My name is Carter Moore.
4 I've got a few things to say. I would like this
5 commission to look into the cumulative impacts of this
6 project, specifically the cumulative impacts of coal
7 dust on streams that are already too hot for salmon.
8 And with that, the impacts of this project on climate
9 change and those impacts to those streams that are
10 overheated. And finally, on the pollution blow back
11 in connection with overheated streams and their impact
12 on salmon. Thank you.

13 THE MODERATOR: At the podium 073. At the
14 table 019 and 199. Please state your name for the
15 record.

16 MS. CAROL ROSS: My name is Carol Ross. I
17 come from Portland, and I'd like to take my short time
18 today to talk about image. I am a recent newcomer to
19 the Pacific Northwest drawn here by the image you
20 projected as leaders in green energy and sustainable
21 living. I want to be part of this forward movement
22 and help to make it happen.

23 The image of the home that I left, West
24 Virginia, will forever tear my heart. Blasted
25 mountains, poisoned water, and poor sick people. Coal

1 companies have destroyed West Virginia and they will
2 destroy you too. The worlds image of Washington and
3 Oregon will be changed because the reality will have
4 changed.

5 The Pacific Northwest will be dirty and
6 poisoned, and we will have contributed to a massive
7 sell out for our children's future. Coal is dying,
8 with exports the last gasp to stay solvent. It is not
9 up to Oregon or Washington to provide mouth to mouth
10 resuscitation to this poisonous corpse. Thank you.

11 THE MODERATOR: At the podium we have 470.
12 And 038 and 482, if you could please come to the
13 table. Please state your name.

14 MR. LES ANDERSON: My name is Les Anderson
15 I'm a member of the Citizens For a safe Community up
16 in Longview, Washington. This is where we heard their
17 first big lie, the five million tons when they were
18 actually planning 60 million. They can't be trusted.

19 I'm a commercial property investor and I have
20 holdings in Wasco County, that's in the Dalles; and
21 holdings in Skamania County; and holdings in Multnomah
22 County. All I can say is my property values have
23 already diminished, and all of your home values are
24 going to diminish. And we won't have money for our
25 schools, and we won't have a future for our children.

1 We have an acidity problem with the shellfish
2 at the coast. You have 60 to 70 percent failure
3 startup both at Oyster Bay; and in Oregon, Netarts,
4 the same problem. We had a problematic study to study
5 all of the effects that the rails are going to cause
6 in the Gorge. Eighty-five percent capacity on the
7 Washington side, 100 percent capacity on the Oregon
8 side.

9 Coal companies' revenue pays five percent of
10 their revenue, the rest comes out of our taxes. And
11 we're going to be fueling jobs in Asia, not here.
12 We've already outsourced the jobs and now you want to
13 fuel those furnaces for their jobs. Multinationals
14 don't have a vote. We do.

15 So get ahold of your national resources,
16 Peter Goldmark; our Governor. And remember we have
17 trees to protect, our fish. And these fish are very
18 important to our Native American Indians. Coal just
19 doesn't fit here in the Northwest. It's like putting
20 a square peg into a round hole.

21 THE MODERATOR: At the podium 038. At the
22 table 482 and 207. Please state your name.

23 MS. SONJA ROE: My name is Sonja Roe. I live
24 here in a northern suburb of Vancouver. I'm here
25 today because I feel like in some ways I was the

1 victim of a bait and switch. I have lived in
2 Colorado. I've taught in West Virginia. And I have
3 lived in southern California for many, many years of
4 my life.

5 We came here when we retired because of the
6 image that Washington and Oregon project. I was
7 forced to retire at the age of 58. My doctor told me
8 she would no longer be responsible for my health, if I
9 didn't. I have multiple sclerosis, I have diabetes,
10 and I have chronic obstructive pulmonary disease, also
11 known as COPD. It includes chronic bronchitis and
12 asthma.

13 I am extremely sensitive to any kind of air
14 pollution. I am put into violent medical urgency when
15 I'm exposed to too much tobacco smoke or anything else
16 in the air that is floating around, and it can be
17 sucked into my lungs when I breathe. I have described
18 myself to people as a recovering attorney. I'm also a
19 recovering college professor, which is where I was
20 teaching in West Virginia.

21 In context if you look at West Virginia, you
22 see an incredibly beautiful, beautiful state which is
23 marred by the exploded mountain tops with their
24 streams of black coal. And the number of sick people
25 and poor people in the state of West Virginia is a

1 cloud that hangs over all of us in the Pacific
2 Northwest because we stand to become very much the
3 same. Am I close? There we go. Thank you.

4 THE MODERATOR: At the podium 482. At the
5 table 207 and 167. Please state your name for the
6 record.

7 MR. ERNEST WOOD. My name is Ernest Wood and
8 I live in east Vancouver. My family came here in the
9 1800s quite early on. In fact, my great -- well,
10 great, great, great, I don't know how many greats it
11 is, grandfather sailed up the Columbia in the 1830s
12 and established Portland as a viable port. He was the
13 main reason that Portland was established. He decided
14 he didn't pick the right spot down in Oregon City.
15 Yea, for him.

16 My grandfather Bittle (phonetic) purchased
17 land here on the edge of the river in 1890s and has
18 all that land. And a portion of that land is where we
19 now live. These relatives came out here from the east
20 and various different places, moved here, brought
21 their families out with them and they stayed here
22 because they realized what an incredible, beautiful
23 place we have here in the Northwest. Why do we want
24 to ruin it? Isn't it our job to protect what they
25 came out here for, the beauty? I think so.

1 And my children plan to stay here as well.
2 The property, our property we live on, parts of it
3 have been sold, but a large part of it was preserved,
4 Mitzi Marsh and Joseph Creek and it -- and the wood
5 seeps on the edge of the river where the Chum Salmon
6 spawn we, with the help of many, many people of
7 Vancouver, relatives and such, the city, county all
8 pitched in to help preserve this land. Primarily the
9 city, the Chum Salmon, but also can save a national
10 part of Vancouver.

11 And we carried on as a family. This is our
12 mission to save this and keep it going in a natural
13 state that everybody can enjoy.

14 THE MODERATOR: At the podium 207. At the
15 table 167 and 339. Please state your name for the
16 record.

17 MR. RALPH SCHMIDT: My name is Ralph Schmidt.
18 I live in Camas, Washington. Eighteen month ago I got
19 congestive heart failure. In December of 1952, a wave
20 of severe coal pollution caused 4,000 deaths in
21 London. Now millions of coal are proposed to be
22 shipped across our country in open containers.
23 William VanHook, an assistant vice president of BNSF
24 Railroad, said to the Federal Surface Transportation
25 Board in March of 2010, Uncovered coal cars can spew

1 dust. Railroad testing found an average of 225 pounds
2 of coal lost per car in a 567 mile trip.

3 Technology exists to cover the train cars
4 without the risk of coal dust explosions; however, the
5 shippers do not want to bear the added cost of
6 covering the coal. They will suggest a cheaper option
7 of spraying the coal with a sealant, but spraying is
8 not as effective as covering.

9 In economics, externalities are situations in
10 which a company has others pay costs that should be
11 borne by the company. Personally, I do not want to
12 pay for the result of not covering the cars with the
13 lives of our children. Cover the cars. Cover the
14 cars. Cover the cars.

15 THE MODERATOR: At the podium we have 167.
16 At the table 339 and 477. Please state your name for
17 the record.

18 MR. CHRIS BARTOLONE: My name is Chris
19 Bartolone (phonetic). I'm here from Milwaukie,
20 Oregon, and I would like to speak to the regional
21 focus that I encourage you to take with regards to the
22 proposed export terminal. First, I would like to take
23 care of a little business. I know this is a scoping
24 hearing for the proposed EIS. I would like to address
25 a few elements that I would like you to include in

1 your scope.

2 One would be the impact of those who live on
3 or near the rail lines. As a resident of Milwaukie, I
4 happen to live next to a proposed coal train rail
5 line. And I am very concerned about the people who
6 will not be able to leave due to age or economic
7 circumstance.

8 There's a number of people who are at risk,
9 that will have no choice but to suffer whatever
10 consequence the rail lines will incur. The other
11 thing I would like you to consider is alternatives
12 that would provide some additional jobs to this area.
13 I'm also working with our mayor on a passenger rail
14 line for the state of Oregon. I know that the state
15 of Washington is also considering a passenger rail
16 line.

17 And I feel like we're often forced to choose
18 between jobs and the environment. When I think there
19 are a lot of job proposals out there and we really
20 need to engage in a broader discussion of how are we
21 going to support the area regionally and how to be in
22 alignment with our values.

23 So to that end, I would encourage that the
24 Department of Ecology work with the Oregon Department
25 of Environmental Quality and also with the state of

1 California because the three states work together
2 strongly as a region to provide the best possible
3 analysis of this proposed terminal.

4 THE MODERATOR: At the podium 339. At the
5 table 477 and 172. Please state your name for the
6 record.

7 MS. SANDY WOOD: My name is Sandy Wood. I
8 live in Vancouver on the Columbia River. My husband
9 spoke about the property that his family purchased in
10 the 1800s. We were there before the trains. And his
11 great grandfather actually negotiated with the
12 railroad to move it away from the river and up across
13 what was the old Evergreen Highway.

14 We do have spawning Chum Salmon. We had a
15 party a week-and-a-half ago to celebrate their return.
16 This is a federally endangered fish, and the community
17 has worked very hard to protect it. Coal is not going
18 to help it.

19 We have wetlands right along our side of the
20 railroad track. We have Mitzi Marsh across the water.
21 All those go into Joseph Creek which runs into the
22 Columbia River. And the Chum Salmon will be killed.

23 The truth is coal causes derailments, many
24 derailments. Deaths caused by derailments and bridges
25 that collapse, have we thought about these problems?

1 Please study those. Who would pay for the
2 infrastructure? The taxpayers. Who would pay for the
3 derailments? The taxpayers. What can end up in our
4 rivers and streams due to the coal up on these track?
5 Please study that.

6 Who would pay for the loss of revenue through
7 the loss of jobs where the coal train passes, all the
8 businesses that will go under. There are only 12
9 permanent jobs in the Port of Morrow, confirmed by a
10 Morrow County official.

11 Do we jeopardize our health, the environment,
12 and our agriculture at a time when they're shutting
13 down coal in the world? We need our government to
14 think this through. Do a comprehensive study and
15 protect us.

16 THE MODERATOR: At the podium 477. At the
17 table 172 and 033. Please state your name for the
18 record.

19 MR. BOB COHEN: My name is Bob Cohen,
20 C-O-H-E-N. And I didn't come up here with any
21 prepared remarks and I wasn't even going to talk, but
22 it seems to me from all of the people who have spoken
23 before me that the science is definitely against coal.

24 There is no scientific proof other than those
25 companies who support scientists that are in the coal

1 company that coal does any good. It probably kills a
2 couple hundred thousand people a year through
3 emphysema, COPD, and bronchitis, black lung, and all
4 the neuro toxins that are in the air.

5 And it's killing our fish in the seas. The
6 evidence is astounding, overwhelming that coal is bad.
7 And I think that we shouldn't support it and we
8 shouldn't send it to China so that they can kill their
9 own people and then through air pollution kill our
10 fish and our children. And I want a world for my
11 grandchildren to exist. And it won't be with these
12 corporate idiots.

13 THE MODERATOR: At the podium 172. At the
14 table 033 and 468. State your name for the record.

15 MR. ROB HILL: Good afternoon, my name is Rob
16 Hill. I'm a legislative representative of the
17 Washington State Legislative Board here in Vancouver,
18 Washington. I represent 140 members here in
19 Vancouver.

20 The Washington State Legislative Board is
21 mindful to establish procedures and precedence. We
22 expect a thorough environmental review to take place
23 within the scope of the Gateway Pacific Terminal
24 project.

25 These are established procedures under the

1 National Environmental Protection Act, NEPA; and State
2 Environmental Protection Act, SEPA; and through the
3 Washington State Department of Ecology, or Ecology's
4 regulatory authority over wetlands that will properly
5 evaluate Gateway Pacific Terminal project.

6 Should the Cherry Point be scrutinized?
7 Absolutely. Should the impact of waterways in Puget
8 Sound be studied? Without a doubt. Should the impact
9 along Custer Rail Spur be studied? Yes, they should.
10 But that's where the scope of study should end.

11 Some are suggesting mainline rail routes from
12 Cherry Point to the Powder River Basin should be
13 studied under chromatic EIS. The Washington State
14 Legislative Board disagrees with this view. The
15 reason being, most mainline rail routes on the
16 northern corridor were established in the 1800s and
17 are governed under existing interstate commerce law.

18 Over the years the railroad had made
19 improvements to accommodate interstate rail traffic
20 trying to apply the chromatic stance to the existing
21 mainline rail infrastructure accomplishes nothing
22 other than clogging the courts with frivolous
23 litigation and delaying a sound process that already
24 ensures a thorough review.

25 Washingtonians need job opportunities and

1 need them now. Please use the NEPA, SEPA process
2 that's already in place to evaluate the merits of the
3 Gateway Terminal Project proposal. Thank you.

4 THE MODERATOR: At the podium 033. At the
5 table 468 and 015. Please state your name for the
6 record.

7 MR. JIM CHASE: My name is Jim Chase. Much
8 has been said and written about the adverse effects of
9 coal dust. I'm not going to talk about that. Those
10 little particles are so small and the quantities are
11 so big that it's very difficult to get your arms
12 around what that looks like.

13 So I've come up with a little illustration.
14 It involves some mathematics that we all learned in
15 primary school. So if anybody has trouble following
16 it, I'll mail it to you. This port plans to export 48
17 million metric tons or 53 million short tons of coal.
18 A coal car will carry about 120 tons of coal per each
19 car. If you divide that out, that comes up to 441,667
20 cars per year for this port.

21 Multiply that times one pound of coal dust
22 lost per mile times 1300 miles from the Powder River
23 Basin to Bellingham and then divide that by 125 coal
24 cars per train and 120 tons of coal per car. If you
25 do that, you can calculate an equivalent number of

1 full train loads of coal that would be lost to dust.
2 And the number is 19 per year.

3 If you have trouble visualizing this, maybe
4 we can have the railroad dump 19 full coal cars
5 alongside of the track someplace. But I hope this is
6 a little bit of a visual aid that might help in
7 evaluating the impact. By the way, that's for one
8 port. That's one-third of the total coal that we're
9 talking about. Thank you very much.

10 THE MODERATOR: And now we have 015 at the
11 podium. 455 and 040 at the table. Please state your
12 name for the record.

13 MS. JANE NICOLAI: I'm Jane Nicolai. I live
14 in Vancouver, Washington. I want to thank you for the
15 opportunity to speak and be heard. I'm grateful to
16 live in the United States of America where we can
17 meet, discuss, and even with differing points of view
18 present our thoughts. May we take the long view and a
19 wholesome path today.

20 The gentlemen who spoke before me, all those
21 numbers are what I had on my piece of paper. And I
22 don't know that gentleman, so, but you got that part
23 of my presentation about how much coal would be
24 distributed along the rivers and along yards.

25 Coal dust, birth defects, mercury, arsenic,

1 lead, cancer, and respiratory disease, derailment,
2 degraded water quality, polluted rivers, displaced
3 farmers, toxic waste, wild fires, and explosions are
4 the first clues that the detriments inherent in coal
5 train transport severely outweigh any benefit touted
6 by those in favor.

7 Please take into consideration what the
8 gentleman before me just left, and I'll move on.
9 Consider the train of thought along the Columbia River
10 and what all that coal in the water will do. How will
11 recreation be affected by 100,000 tons of coal
12 particulates in the water? How will the fishing
13 industry fare? And what about the Eagles and Osprey?

14 Coal dust contains toxic metals. We've been
15 through that. Everybody has said that. A sooty
16 corridor of disease and pollution would spread out
17 along the tracks coating cities, neighborhoods,
18 schools, parks, houses, hospitals, and houses. In
19 Appalachia alone the negative public health impact of
20 coal mining alone equals roughly \$75 billion per year.

21 When derailments are added to the equation, a
22 larger problem is revealed. Last summer, in just two
23 weeks there were four train cars -- four train wrecks.
24 Umm, it killed people, collapsed overpasses, started
25 fires -- yeah, do an environmental impact study,

1 please.

2 THE MODERATOR: At the podium we have 455.
3 At the table 040 and 340. Please state your name for
4 the record.

5 MS. SHANNON WALKER: My name is Shannon
6 Walker and I'm the president of the Southwest
7 Washington Central Labor Counsel here in Vancouver.
8 And I stand up here in support of the facility. I
9 wanted to let you guys know that jobs is our number
10 one priority in the labor movement. We've had
11 unemployment, and the highest unemployment, in Clark
12 County. And we have had high unemployment in
13 Washington, as we have had all across the nation.

14 If we don't build the terminals here in
15 Washington and Oregon, they will build them elsewhere.
16 It will still come through our states. So why don't
17 we build them here, put people to work. And we have
18 the environmental protections in place here as well as
19 health and safety laws for our workers.

20 There was a time years ago when we lacked the
21 knowledge, technology, and commitment to achieve both
22 a strong economy and safe environment. Those days are
23 behind us and in the past. We do have the technology
24 to transport coal safely and efficiently through
25 Washington state and put our people back to work.

1 Thank you.

2 THE MODERATOR: At the podium 040. At the
3 table 340 and 081. Please state your name for the
4 record.

5 MR. MIKE ROCKWELL: My name is Mike Rockwell.
6 I live in the Columbia River Gorge in the town of
7 White Salmon and I'm a Realtor. And to begin with,
8 I'd like to say that if we have the technology to have
9 safe transport of coal, we're certainly not using it.

10 I live really close to the tracks. I walked
11 with my friend Peter down to the tracks just less than
12 a week ago and stood in four to six inches of coal
13 dust, which we filled a bucket in about a minute-
14 and-a-half just to bring to this meeting. And Peter
15 has it somewhere to prove as evidence.

16 We are not protecting the rail lines or our
17 communities all the way from Montana to the Columbia
18 River, all the way to the ocean. We are not doing
19 that. There is not the technology in place right now.
20 So the other concern that I have as a Realtor and a
21 resident of the Columbia River Gorge, and I've lived
22 there over 20 years, is the negative impact to the
23 economy.

24 We talk about jobs that this product is
25 producing, but the actual negative impact to the

1 economy in terms of the tourist dollars, the lack
2 of -- the decrease of property values, the lack of
3 revenue of these towns in the sense that they have to
4 make -- the towns actually have to pay for any
5 at-grade crossing issues for the train traffic that
6 goes through their towns, as well as the increased
7 noise level and the dirt level.

8 And so it's a huge negative impact to all the
9 communities. I'm speaking -- I know people all the
10 way from Missoula to Sandpoint to Spokane and every
11 town in the Gorge who is concerned about this. So
12 it's a huge issue. And if this panel -- I challenge
13 this panel if you want to come down and walk the
14 tracks along the Columbia River and see the coal
15 that's already there from the two or three trains,
16 please do so. You will be convinced. Thank you.

17 THE MODERATOR: At the podium 081. At the
18 table 407 and 055. Please state your name for the
19 record.

20 MS. KATHLEEN PATTON: My name is Kathleen
21 Patton, and I'm an Episcopal priest from Longview,
22 Washington. A famous man once asked, What does it
23 profit a person to gain the world and lose their soul?
24 It is a question about deep values weighing against
25 short term gains.

1 My concern is that the coal industry is
2 cynically manipulating our state's economic
3 vulnerability and tempting us to accept a devil's
4 bargain that would sell the health of our rivers and
5 our communities for generations.

6 What will increase arsenic and other heavy
7 metals in the Columbia over decades cost in terms of
8 fish and other animals that depend on them. What will
9 the cost be to our already challenged fisheries? What
10 will the long-term disability health cost be for
11 people all along the tracks?

12 How does constant exposure to coal dust
13 affect asthma, for instance? What good is it to
14 provide jobs for some while stealing breath from the
15 lungs of our children and elderly. And how does it
16 impact us spiritually to be used by big industry
17 without concern for the well-being of our people and
18 the environment?

19 The damages of transporting coal in open cars
20 throughout the entire state of Washington, east to
21 west, and north to south, are part of this Cherry
22 Point project. It's the whole state that's impacted.
23 So we have to study the impacts to the whole state.
24 All the more so when one considers the combined
25 impacts of all these threatened coal projects.

1 As stewards of our health, I urge you to
2 answer these questions broadly and thoroughly. Thank
3 you.

4 THE MODERATOR: At the podium 083. And at
5 the table we have 019 and 470. Please state your name
6 for the record.

7 MR. STEVE DRAGICH: My name is Steve Dragich,
8 Cowlitz County, Washington. To the Board assembly
9 present. Question: What specifications and
10 regulations would cause the governing authority to
11 deny the permits for this proposed facility?

12 Question: What penalties would be imposed
13 should the applicant not meet the specifications and
14 regulations required of the permits.

15 Question: Having limits is one thing,
16 compliance is yet another. The example is posting a
17 speed limit with no police officer present. A real
18 example was a pipeline explosion in Cowlitz County
19 where the depth and width of the hole was
20 approximately 600 feet.

21 At the time, federal safety proximity limits
22 were 220 yards. That equals about 660 feet. After
23 the Energy Policy Act of 2005, these safety limits
24 were no longer in existence. Again, no limits, no
25 compliance.

1 Question: Exactly who is going to monitor
2 this facility and exactly how are they going to
3 monitor it, and exactly what steps will they take if
4 the company-supplied numbers don't match sampling?

5 Question: If tax dollars go to government
6 agencies to protect the people and our environment and
7 they don't do either, then who is responsible?

8 A question of what your word is worth, New
9 York Times, February 14, 2011, internal memo Ambere
10 Energy quote concerning the proposed facility in
11 Longview, Washington. Expansion plans should not be
12 made available to outside parties.

13 THE MODERATOR: At the podium 094. At the
14 table 464 and 057. Please state your name for the
15 record.

16 MS. MARILEE DAY. My name is Marilee Day.
17 I'm a pediatric nurse practitioner. I've worked for
18 the last 30 years with the underserved. In the role
19 of -- at Multnomah County I was the asthma coordinator
20 and the lead poisoning coordinator, and I'm on the
21 cert training for being Community Emergency Response
22 Team. And in all those areas and my expertise in
23 working with the underserved, I'm very concerned about
24 the coal dust and the trains and the diesel fuel.

25 I'm actually stunned that Oregon and

1 Washington is even considering this. We are known for
2 being a very excellent place for healthy living and
3 sequestering of our woods. We're one of those states
4 that stand out as a place that can save the world if
5 we can just stop cutting trees.

6 I'm primarily going to be talking about coal
7 and mercury and carbon. Coal looks very benign in its
8 little black rock form. But inside of it is mercury,
9 lead, arsenic, and cadmium. When you see coal dust on
10 the side of the rail trains, and you're hearing about
11 how much that is, it's one pound for every coal car
12 going through. And how many coal cars are going to be
13 going through every day? It's unbelievable.

14 That's arsenic that you're looking at, that's
15 mercury and that's lead. You can't see or smell or
16 taste mercury, but it gets in your skin. You can
17 breathe it. It causes kidney failure. It causes
18 heart attacks. It's primarily a neuro toxin. This is
19 terrible stuff. Please study this.

20 THE MODERATOR: At the podium 576. At the
21 table 052 and 306. Please state your name for the
22 record.

23 MR. PAUL SCHWABE: My name is Paul Schwabe.
24 I live here in Vancouver. I've been a real estate
25 broker for 47 years. I'm the president of the

1 Riverview Neighborhood Association. But the BNSF
2 tracks come right through our neighborhood.

3 I would like to ask the question here, does
4 anybody go to Beaches Restaurant? Next time you're
5 there, either in the morning or in the evening, and
6 look on the top of that crossing and you will see a
7 coal train parked. I've noticed it every time they
8 park there.

9 And I've noticed in the last three or four
10 months there's more coal on those cars. I swear the
11 coal on those cars is about a foot-and-a-half above
12 the edge of the car and I think they're putting more
13 coal on those cars as a spite to us.

14 With the track coming right through or
15 neighborhood, I personally had three failed sales in
16 the last six months. If you recall, this whole coal
17 issue has just come up within the last year, maybe a
18 year-and-a-half. Before that, coal was not an issue.
19 It's an issue now and in our neighborhood. And it's
20 affecting our values of property.

21 So I think the next time you go to Beaches,
22 look for those coal trains and think about the people
23 that live near the tracks in Riverview or all the way
24 up the line, what value it's going to have on their
25 property. Thank you.

1 THE MODERATOR: Up next we have 052 at the
2 podium. At the table we have 306 and 362. Please
3 state your name for the record.

4 MR. WILLIAM GIDDINGS: My name is Bill
5 Giddings. These hearings in regard to the
6 environmental impact of siting of coal shipping
7 terminal at a specific location inherently put the
8 whole process backwards.

9 The overwhelming impact of shipping mega
10 tonnage of coal from mines to ports by trains alone or
11 partially by barges, as well, and then loading onto
12 the largest ships in the world to be shipped across
13 the Pacific Ocean to be burned in China would make the
14 impact of one or several terminals virtually
15 insignificant in comparison. It should and must not
16 happen.

17 As a scientist whose career included
18 studying, researching, and teaching atmospheric
19 chemistry, I assure you that there can be no
20 legitimate doubt of the following: Burning coal,
21 which is mostly carbon, puts more carbon dioxide into
22 the air than any other conventional fuel source of the
23 same amount of usable energy.

24 The concentration of carbon dioxide in the
25 air has been increasing dramatically since the

1 beginning of the industrial revolution. Carbon
2 dioxide in the air absorbs heat that otherwise would
3 radiate away from the earth into space. The earth's
4 temperature is currently increasing over time.

5 Ice from the polar ice caps, Arctic Ocean,
6 and glaciers is melting exponentially faster. The sea
7 level is rising leading island nations toward total
8 submersion.

9 More carbon dioxide dissolving in the oceans
10 has increased their acidity, dissolving corral reefs
11 and threatening marine life, especially shellfish.
12 Burning coal in China sends soot, acidity, and toxins
13 back to our west coast in the air as well as in the
14 ocean.

15 Creating a few hundred new jobs at a coal
16 shipping port is insufficient payback for the loss of
17 thousands of jobs in the shellfish industry from ocean
18 acidification. To those who say that, Without our
19 coal, China will just burn dirtier coal from other
20 sources, I ask, does that entitle us to be their
21 enablers.

22 THE MODERATOR: Thank you. Up at the podium
23 we have 306. At the table 362 and 069. State your
24 name for the record.

25 MR. PHIL PREWITT: My name is Phil Prewitt

1 (phonetic). I'm glad to be here. Folks I want you to
2 know I was a lucky man. I had a good union job for
3 about 30 years and I lament the fact that good union
4 jobs are really hard to come by. So my heart goes out
5 to those folks on the union side of things.

6 However, I would like to quote John Denver
7 here from the song Paradise. And Daddy won't you take
8 me back to Muhlenburg County, down by the green river
9 where paradise lay. Well, I'm sorry, my son, but
10 you're too late in asking, Mr. Peabody's coal train
11 has done hauled it away.

12 THE MODERATOR: At the podium 069. At the
13 table we have 454 and 065. Please state your name for
14 the record.

15 MS. ELAINA WOLFE: I'm Elaina Wolfe
16 (phonetic). I had not expected to speak today but the
17 spirit moves me. I sympathize, I feel for the folks
18 who are here concerned about jobs. Believe me, I know
19 about that. But for us to take the quick route to
20 solve that problem at such a cost, I'd like to
21 encourage my brothers and sisters in the labor
22 movement to reconsider.

23 There is so much work to be done that will
24 make this world better in education, redevelopment,
25 innovation. So much work for motivated, inspired

1 people to do. And nothing can inspire you like having
2 to change your job. I think a lot, as an observer of
3 politics, about fear. There is fear of the unknown.
4 And that is a bad motivator. To be afraid of what you
5 don't know often leads you to do things that you
6 shouldn't be doing.

7 There is fear of what we know. And the man
8 who spoke before me spoke well to that. We know what
9 coal does. We are not going to ship it out and make
10 it go away. We know that it is all about money, about
11 the short version of getting yours at the cost of the
12 planet and the future of our children. So I'd like
13 you to consider that.

14 THE MODERATOR: I do want to remind everyone
15 very briefly of what constitutes a helpful scoping
16 comment. What's most helpful is focusing on a
17 reasonable range of alternatives, unavoidable impacts
18 of the proposals, the extent of the analyses and
19 measures to avoid, mitigate, or minimize the impacts
20 of the proposals.

21 Just a reminder that comments related to the
22 merits of the project or whether or not we should be
23 doing an EIS or not are not going to be considered.
24 So those are the kind of comments that are most
25 helpful.

1 All right. 065 at the podium. At the table
2 391 and 017. Please state your name for the record.

3 MR. WILLIAM OLSON: William Olson. I'm a
4 lifetime resident of Longview and I appreciate you
5 being here and all of you people to support these
6 issues.

7 I was a control room operator at a very large
8 industrial complex in Longview. I've lived and
9 breathed all the worst gases in the air. And Longview
10 is the most polluted and most cancerous community in
11 the state of Washington, I believe, next to maybe
12 Lewis County's coal facility they have up north. We
13 have so much cancer in our community, it's sick. I'm
14 not kidding.

15 It's so prevalent. Every time I turn around
16 there's people dying from cancer. I went to two
17 funerals, both lung cancer, and they didn't smoke.
18 There's two more people that are going to die in our
19 community. One died yesterday, Brett Larsen.

20 I just developed allergies two years ago. I
21 was 60. I don't understand why. But as I go down to
22 the allergy clinic -- I was down there again this
23 morning. And I see a humongous amount of people from
24 all walks of life, people who have work clothe on,
25 come from their place of work to get their shots.

1 These people are everyday people. They are in the
2 industry. They work in our mills.

3 And our mills are huge. And the pollution is
4 so bad and spreading that when we -- if we ever were
5 to get a coal transfer site between the old Reynolds
6 cable facility and where I worked, that pollution
7 would be so hugely prevalent it would destroy our
8 capacity to have any quality of life in the Longview
9 area. That's my own opinion.

10 Umm, I'm also a member of Ducks Unlimited.
11 And I don't think this would be good for ducks either.

12 THE MODERATOR: Thank you. Up next we have
13 391. At the table 017 and 345. Please state your
14 name for the record.

15 MR. SCOTT DAVIDSON: My name is Scott
16 Davidson. I'm a resident of Skamania County. I live
17 in the National Scenic Area along the Columbia River,
18 and my property is adjacent to the BNSF railway. I'm
19 a board member of the Columbia Gorge Kite Board
20 Association and I make my living in the field of
21 carbon and sustainability.

22 We just moved into our new home along the
23 river. It is a product of eight years of hard work
24 and careful planning and construction to do everything
25 to a comply with the rules and intent of the Gorge

1 Scenic Act. We loved the site so much that we lived
2 there for four years before construction in our garage
3 just so we could be there.

4 The Columbia River Scenic Area is a national
5 treasure. With so much effort to preserve this
6 special resource, it really breaks my heart to imagine
7 that we are even considering shipping additional coal
8 and high quantity of coal through there; that we would
9 consider accepting such impact in public spaces for
10 the benefit of private economic interests.

11 The adverse effects of coal, as we have
12 heard, are many from decimation at the point of
13 extraction to the carbon impacts of burning coal. But
14 the concern I have today is the transport through the
15 National Scenic Area.

16 Thousands live here. Many more recreate
17 here. Imagine the impact of increased train traffic.
18 And it's not just traffic. It's long, heavy uncovered
19 trains. Long trains obstruct traffic. Think about
20 driving along SR14 at full speed, rounding a curve and
21 see traffic stopped on both sides of the road. And
22 this will happen at Skamania Landing and other places
23 along the river.

24 Heavy trains create severe vibrations. My
25 home is in an area that's known for high winds, 40 to

1 60 mile-an-hour winds. I think about the dust that it
2 will bring onto my property. On behalf of myself and
3 the Columbia River Gorge Kite Boarding Association,
4 I'm asking you to include all of the specific impacts
5 along the Gorge scenic area.

6 THE MODERATOR: 017 to the podium. At the
7 table we have 345 and 349. Please state your name for
8 the record.

9 MR. DARREL HAYES: My name is Darrel Hayes
10 (phonetic). And I want to thank you and everybody for
11 coming out. I was kind of concerned with the lack of
12 people in our community that don't have a clue about
13 what we got going on here. I was looking at the
14 scoping comments on how to go about doing this and
15 pretty much everybody covered most of the stuff I
16 wanted to say already.

17 But as far as the jobs issue, I've noticed
18 that I don't see as much renewable energy sources
19 going on around our community. I think we should
20 focus more on renewables, kind of like Germany does,
21 solar, geothermal, some type of way to get some of
22 this renewable stuff going on so we're not raping our
23 planet basically and polluting our ocean.

24 I do a lot of fishing and put a lot of fish
25 up. And I worry about the tuna that I buy and can.

1 And I worry about our atmosphere and the heavy metals
2 that are going into it. I worry about our commodities
3 going to market with the infrastructure as frail as it
4 is. Our wheat and soybean, barley, corn, and all that
5 gets shipped overseas. As far as our infrastructure,
6 it's totally crumbling. And I think we should be
7 working on bringing it up to -- it seems like we've
8 been going backwards.

9 I remember when they built bridges and stuff
10 years ago and they maintained our roads, and we had
11 pristine highways. And it seems like everything is
12 falling apart. And I think with these coal trains and
13 whatnot, I think it would be more of a hindrance on
14 basically moving commodities and moving people. And
15 we should be poor folks for renewables. Thank you for
16 your time.

17 THE MODERATOR: 345 you are at the podium.

18 MR. KEVIN GORMAN: My name is Kevin Gorman.
19 I'm the executive director of Friends of the Columbia
20 Gorge. And I wasn't actually going to speak, but
21 there was something that someone said that I thought
22 was important to talk about. And that was the idea
23 that there's strong environmental protections in place
24 and that we should go ahead with these proposals
25 because of that.

1 I don't disagree that there are strong
2 environmental protections in place. But laws are only
3 as strong as their implementation. You folks sitting
4 here in front of us, you're the implementers. You're
5 going to be the ones that analyze this and decide are
6 we following these laws to the extent they should be
7 followed.

8 If you narrow the scope, if you minimize the
9 review, I would argue that these strong environmental
10 protections we have, NEPA, SEPA, clean water, and
11 clean air are meaningless. It really won't matter.

12 But if you look at this deeply, if you
13 consider places like the Columbia Gorge, you consider
14 communities like Vancouver and Portland, then those
15 laws have meaning. And everything that we've worked
16 for the past 50 years to really make the United States
17 a leader in environmental protection really is
18 fulfilled.

19 So I think it's important that we do remember
20 that the environmental protections are in place. And
21 for the sake of the planet, for the sake of humanity,
22 let's really use them. Thank you.

23 THE MODERATOR: At the podium 349. At the
24 table 205 and 424. Please state your name for the
25 record.

1 MR. DARREN WILLIAMS: Good afternoon. My
2 name is Darren Williams. I'm a Whatcom County
3 resident and I'm also a longshoreman. I'm one of the
4 guys that hope to get one of these good paying jobs
5 and continue a career which I've enjoyed.

6 I've spoke a couple of different times. And
7 first thing, I do appreciate all these viewpoints
8 about coal. I appreciate that. And I think we should
9 consider those viewpoints. But I want to be careful
10 that we don't lose sight of the bigger picture with
11 this terminal.

12 It is a multi commodity terminal. And in the
13 request for good scoping comments, it talks about
14 alternatives. If we don't build this terminal, what
15 is going to happen? What are the negative impacts of
16 not building it? Now, obviously, the coal has their
17 viewpoint. The coal wouldn't travel. It would be
18 fine. It wouldn't go out this terminal. I live in
19 Whatcom County. The majority of that coal that you
20 already see goes through Whatcom County and goes right
21 across the border into Tsawwassen, the same place
22 where the ship crashed into the conveyor belt and all
23 those other things.

24 Talk about environmental standards? Not
25 there. So we're watching this coal go by every day

1 and have an impact on the environment. I think by
2 building this terminal, whether we increase the coal
3 capacity or not or just handle what they do today
4 across the border, we would have a better handle on
5 that and how it affects our environment, not to
6 mention what do we do with the other commodities.

7 We have grain growing in Washington, Oregon,
8 Idaho, Montana. Those are going through ports today.
9 Of all those ports, there are only two of them that
10 are ours, the one in Longview and the one out in Grays
11 Harbor in Aberdeen. The rest are aging. Some of them
12 have their own rail problems with congestion.

13 Go to Pier 86 in Seattle and see what the
14 rail congestion does there. What are we going to do
15 about those? What are the alternatives? If we're not
16 going to build these terminals to handled these
17 commodities now, what are we going to do in the
18 future? Thank you.

19 THE MODERATOR: At the podium 333. At the
20 table 396 and 027. Please state your name for the
21 record.

22 MR. LLOYD MARBET: My name is Lloyd Marbet
23 and I am the executive director of the Oregon
24 Conservancy Foundation. I came to this scoping
25 process to provide input and to hear what my fellow

1 citizens both pro and con had to say. I appreciate
2 all those who have testified. I appreciate the person
3 who gave me ticket No. 333. It's an example of why I
4 don't play the lottery because even with those
5 additional numbers my number was not chosen.

6 I helped prepare written testimony for this
7 proceeding. It was longer than two minutes. Cathrine
8 Chudy provided some of it. And I object to this
9 hearing process. You have an obligation as government
10 agencies to facilitate public input no matter how many
11 citizens wish to provide testimony. And we have a
12 right to hear each other speak and not be separated in
13 different rooms and limited to speaking by lottery.

14 I think our ancestors would turn over in
15 their graves if they could see what is happening to
16 our rights as citizens in these kinds of proceedings.
17 But I, under the artificial and unjust restraints that
18 you put into play, will give you my scoping sound
19 bite.

20 There is an 800 pound gorilla in this room
21 and it is climate change. And there it was.

22 THE MODERATOR: Up at the podium 027. At the
23 table 405 and 464.

24 MR. THOMAS SCHARF: Thank you. My name is
25 Thomas Scharf (phonetic). I'm a resident of east

1 Vancouver. I wasn't going to speak today, but some
2 thoughts came to me that are different from what the
3 other people have said. The negative impacts of coal
4 and diesel fumes, umm, so I don't need to cover that
5 ground.

6 So I'm asking you to limit the EIS to just
7 the terminals themselves. Cite only one thing, jobs.
8 They say nothing that diminishes the impact of the
9 transporting of coal through our state. Nothing.
10 Those issues are -- have been clearly stated. Jobs
11 have no impact on the environment, therefore they
12 should not be considered when deciding how to scope an
13 environmental impact report.

14 As it is, the vast majority of those jobs
15 created will be temporary during the construction
16 phases. These will be highly automated terminals. A
17 handful of jobs keep them running here in the states.
18 The other jobs created by the transport of coal will
19 be railroad engineers probably based in Montana and
20 have nothing to do with Washington. And the miners
21 out in Montana, that has nothing to do with
22 Washington. We are concerned with Washington state.

23 This is a long term -- all I can say is -- so
24 I'm saying don't sell the long-term health of our
25 environment and people for some very short-term

1 economic gains.

2 THE MODERATOR: Up at the podium 405. And at
3 the table 464 and 057. Please state your name for the
4 record.

5 MR. KIRK SIDES: My name is Kirk Sides. I'm
6 a boy scout leader, Appalachian trail hiker,
7 environmentalist, hunter, fisher, all of that. I'm
8 also a railroad worker. This coal is going to go
9 overseas no matter what we do or say here today. The
10 Powder River Basin coal is the lowest sulfur coal
11 we've seen in years, .5 to .8 percent sulfur compared
12 to Appalachia which is eight percent.

13 Industries on the East Coast use Powder River
14 Basin coal, mixes it with Appalachia to meet the
15 environmental standards on the East Coast. This coal
16 is not only going to go to China, but is going to go
17 to Japan who is building coal-fired plants to replace
18 their facilities that were destroyed in Fukushima.

19 Japan has higher air quality standards than
20 we do. South Korea has similar quality standards that
21 we do. Coal is also going to go there. I work in
22 Tacoma. I work along the BN mainlines. I see these
23 trains going 50, 60 miles an hour. I walk away and my
24 face is as clean as it is today.

25 When coal leaves Powder River, it's sprayed

1 with corn syrup to mitigate any dust. And 90 percent
2 of the dust is gone in the first 100 miles. At the
3 proposed plant, the coal is going to be sprayed with
4 what schoolchildren use as glue. All this stuff will
5 be burnable.

6 And nobody is saying that coal's really
7 clean. They're going to be working off of coal, but
8 it's going to take about seven years for Cheyenne,
9 Japan, and the other countries over there to get off
10 of coal. It's going to go, why don't we get something
11 out of it. Thank you.

12 THE MODERATOR: Up at the podium 464. At the
13 table 057 and 362. State your name for the record.

14 MS. SAMANTHA LOCKHART: My name is Samantha
15 Lockhart. I work with Friends of the Columbia Gorge
16 as their conservation organizer. And I want to speak
17 about concerns we have with coal dust blow off. So we
18 actually went out to the Gorge and have been able to
19 collect a significant amount of coal dust from the
20 three or four coal trains currently going through on
21 the Washington side of the National Scenic Area.

22 And what that tells me is that the dust
23 suppressants aren't working or being used. But there
24 haven't been any comprehensive studies done along the
25 transportation corridor on the impacts of dust on the

1 community's public health and the environment.

2 And this is going alongside the Columbia
3 River. I worry about derailments. I worry about that
4 getting into our water and river pollution that comes
5 with that. That's really the main concern I wanted to
6 focus on there.

7 But I want to mention there was talk of
8 low-sulfur coal. Actually, when you look at the coal,
9 you also have to look at the energy it produces and
10 how much you have to use in order to produce the same
11 amount of energy. When you look at the BTUs, it ends
12 up having the same amount or greater pollution,
13 despite it being quote/unquote clean coal.

14 I want to put that on the record and have
15 that examined. Thank you.

16 THE MODERATOR: 454 at the podium. And then
17 at the table 205 and 424. State your name for the
18 record, please.

19 MR. RON TIFFANY: Good evening, my name is
20 Ron Tiffany. I'm a locomotive engineer for BNSF.
21 I've worked there for 16 years. It's been an
22 excellent job. I've never worked for another company
23 that took such good care of me, paid me well,
24 retirement benefits, everything else.

25 With that being said -- Oh man, I'm a member

1 of the Brotherhood of Locomotive Engineers and
2 Trainmen. Our union was founded in 1863, the oldest
3 labor union in the country. Next year our union
4 celebrates its 150th year.

5 Our Washington State, and other cities, Board
6 was founded in 1904, and it's the only one of its kind
7 in the country. Our Board's primary responsibility is
8 workplace safety, health, and education. On behalf of
9 over 100 locomotive engineers and trainmen here in
10 Vancouver -- yes, there are engineers here in
11 Vancouver, our Board is -- excuse me -- here in
12 Vancouver we ask the scoping of the Pacific Gateway
13 Terminal be limited to the localized study. The rails
14 are a vital resource. And too broad of a scoping
15 today would undermine our ability to compete in a
16 competitive market. The key is being responsible in
17 the scope of the EIS. We compete with Canada and
18 Mexico and Panama Canal for vital port commerce.
19 Denying coal and denying trains will not lower the
20 emissions, not even one single point.

21 Developing countries are still going to buy
22 our coal products for their power plans, though some
23 may buy it somewhere else with less efficient
24 resource. Thank you.

25 THE MODERATOR: 362. 205 and 424 at the

1 table. Please state your name for the record.

2 MR. LARRY PURCHASE: My name is Larry
3 Purchase (phonetic). And I live within 500 feet of
4 the railroad tracks under the 205 bridge. And I'm
5 against this project.

6 THE MODERATOR: So at the podium 575. At
7 podium. 077 and 171 at the table. Please state your
8 name for the record.

9 MR. KENNY JONES: Good afternoon, my name is
10 Kenny Jones. I'm a member of Community Rights
11 Portland. I grew up in Vancouver and Portland and I'm
12 now raising my own family here. But I'd like to use
13 my two minutes to speak about Pittsburgh. I trust
14 you'll see why.

15 Almost three years ago Pittsburgh joined 150
16 towns and cities and has chosen to exercise local
17 municipal rights of self-government. Pittsburgh
18 enacted the rights based law that banned hydraulic
19 fracturing, more commonly known as fracking.

20 How could they hope to get away with passing
21 such a law? After all, fracking, like coal mining and
22 coal transporting, is an allowed commercial activity,
23 federally protected by the commerce clause, contracts
24 clause, First Fourth, Fifth, Sixth, and 14th
25 Amendments.

1 How could a city or town ultimately flout
2 state and federal law? Didn't their city publicist
3 advise them they would be inviting a crisis in
4 jurisdiction. Yes, he did. They did it anyway
5 enacting the burdens pursuant to the inherent rights
6 of the residents to govern their own community.
7 Including without litigation the Declaration of
8 Independence, this declaration, the governments are
9 instituted to secure the rights of people
10 independently constituting its recognition that,
11 quote, All power is inherent in the people. Oregon
12 and Washington's constitutions contain nearly the same
13 language.

14 So if you are discovering that our regulatory
15 system is, in fact, designed not to regulate industry,
16 but rather regulate democratic decision making,
17 perhaps you would like to choose a different strategy
18 and exercise your inherent right to self-government.
19 I urge you to join the fast-growing energy rights
20 movement, www.celdf.org. Thank you.

21 THE MODERATOR: At the podium we have 106.
22 At the table 077 and 171. Please state your name.

23 MR. GEORGE KOLIN: George Kolin. I've been a
24 resident of the Columbia Gorge from 1974 through 2010.
25 So 20 years. Some folks say that's just a newcomer.

1 From there I moved down to Washougal. In both
2 localities, the train, you can feel it, you can see
3 it, you can hear it. So there's no issue that it's
4 going to be there. It was always there. It was there
5 for many years, 100-plus years.

6 I don't work, but I do have friends with the
7 BLET. I drove truck for Swift Transportation. I
8 think Swift Transportation would love to take over the
9 transport business on our highways. I don't know if
10 that would be permissible, but wouldn't that be
11 interesting to see the traffic in the Gorge on 84.

12 I'm not going to read from this because a lot
13 of the statements have been made that pretty much
14 cover the bases. Take a different spin on it. Think
15 about where we are, where the Chinese were as a
16 nation. They have three-and-a-half, four billion
17 people. Six. They're trying to catch up.

18 In some economic circles some would say that
19 we are basically fooling around. But we took
20 advantage of history. We went through the revolution,
21 industrial revolution. We are where we're at. Where
22 are they at? And they're catching up.

23 Do we have the moral grounds to say, No, you
24 cannot have our coal? I don't know. That's one of
25 those interesting twists that they pound in your brain

1 going through college. They did in mine. Take that
2 to heart. Figure out which way is the best way to go
3 exactly.

4 Ultimately I hope we have a say, a final say
5 in the process. If we say no, no, no, absolutely not,
6 coal is very, very bad for your health, everybody
7 knows that. The bottom line is do we want to deny
8 ourselves the work.

9 THE MODERATOR: At the podium 077. At the
10 table 171 and 294. Please state your name for the
11 record.

12 MS. BETHANY COTTON: Sure. Hi everybody,
13 thanks for sticking it out. My name is Bethany
14 Cotton. I'm a fifth generation Oregonian and a person
15 who recreates regularly in the Columbia River Gorge.
16 And I have friends and family in all the states along
17 the western seaboard and I also work for Green Peace,
18 which is an international organization to prevent coal
19 exports around the world because it has such an
20 incredible risk to the climate as well as to local and
21 regional environment and health.

22 So I'm going to ask you to look at different
23 impacts. That's what scoping is all about. Please
24 look at impacts of extraction activities in the Powder
25 River Basin and whether those impacts are ever

1 remediated. Please look at impacts along 1200 miles
2 of rail lines.

3 Please look at emergency response
4 capabilities in small towns. Please pay attention to
5 the Washington derailment that happened this summer
6 and the fact that this coal (indicating) along with
7 other bags and bags of other coal was picked up there
8 over a month after that derailment after ostensibly
9 the coal derailment had been cleaned up.

10 Please look at the risk and threatened
11 endangered species along the path of the these
12 projects, and the incredible amount of tax payer
13 dollars that have been spent to try to rehabilitate
14 those species.

15 Please look at the risk to public health,
16 risk to these communities' safety and emergency
17 response capability. They aren't directly related to
18 whether there was an accident of a coal train, but to
19 anything else going on in those communities that are
20 opposed by crossings, at at-grade crossings without
21 traffic controls.

22 Please look at the risk of fire dangers all
23 along these rail lines. Please look at the increased
24 risk of derailments, not just of coal trains, but of
25 all other trains because of the coal dust imperiling

1 the functioning of the ballast at the bottom of the
2 rail tracks.

3 Please look at risks to our oceans caused by
4 ocean acidification and the economies based on
5 fisheries and other businesses related to that.
6 Thanks very much.

7 THE MODERATOR: At the podium 171. At the
8 table 294 and 344. Please state your name for the
9 record.

10 MR. KEVIN FOSTER: Kevin Foster. I'm from
11 Whatcom County. I live two miles from where the
12 proposed facility will be built. It's going to be
13 built in 85 feet of water, which is going to be the
14 deepest remaining deep-water port on the West Coast
15 which means they can ship grain, many other products
16 cheaper because the ships are bigger.

17 I'm not here to argue about whether or not
18 coal is good or bad. It's going to be a product
19 terminal that needs to be built, infrastructure, not
20 only for Whatcom County, but the state and our
21 country.

22 I understand people have a lot of issues
23 about it. And it's unfortunate that the scoping has
24 taken the turn where it's turned into a big grand
25 standing for coal and antioal. That's too bad

1 because the facility is going to be a state-of-the-art
2 facility.

3 It should be built. And the alternative, I
4 would like the scoping to try and find an alternative
5 to the area where the thing is going to be built
6 because of the deep water. I appreciate all your
7 time. Thank you.

8 THE MODERATOR: And now I will call 294 to
9 the podium and 344 and 232 at the table.

10 MR. EMANUEL MCVAY: My name is Emanuel McVay
11 (phonetic). And I'm happy to see some red shirts.
12 Green shirts are here. I'm about -- the Constitution
13 of the United States is what I'm about. I was
14 disappointed when I listened to the red side. I would
15 normally wear red and I hear no solution, no
16 alternatives. I hear nothing.

17 I understand your concerns. I understand the
18 job concerns. I understand the NEPA and the SEPA.
19 One of my first tasks was at the age of 17, I was
20 certified by the Air Force to fly up above 86,000
21 feet. And I got an appreciation of the earth. So my
22 position is this. We have the Constitution of the
23 United States. We have an opportunity to take this
24 process another step forward rather than going
25 backwards. We can look at the harm that we've done.

1 We can look at what we can create for the future, for
2 our families.

3 I'm not going to stand here and be, you know,
4 I mean, beaten up with taxation because I didn't want
5 to go forward with coal. I believe the process really
6 helps. So when I was up there at 86,000 feet, God --
7 it was a no-brainer. I was brought up as a Christian.
8 I believe in God. I believe in the Constitution. I
9 believe in the process that this commission will go
10 through. And I believe that all of your
11 considerations will be taken into account.

12 But I will not sit back and allow the coal
13 trains not to go forward simply because I have a few
14 fears. My fears are all over. So the things I'm
15 looking at is we get a terminal and maybe we can
16 advance that terminal into a future project rather
17 than sitting here and not taking advantage of our
18 Constitution. And if you believe in God, you got to
19 have faith in the process.

20 THE MODERATOR: Up at the podium 344. At the
21 table 323 and 180. Please state your name.

22 MS. JEAN BAKER: My name is Jean Baker and
23 I'm from Milwaukie, Oregon. I have a newspaper that
24 is really a treasure to me and it's dated December 8,
25 1941. And the headline says, Was it a mistake to sell

1 our scrap iron to Japan? You suppose? And they made
2 a lot of money doing that. We thought it was really
3 good business. But somebody missed the cues that
4 there was trouble ahead, and I think we are missing
5 cues again.

6 We need jobs, but this isn't the only job in
7 town. We need a good environment. We need people to
8 sit down and figure this out. And we do not have to
9 be sold into the false argument that if we don't sell
10 them coal in China, then they're going to get it from
11 somewhere else. Well, they're not going to drag it
12 through our neighborhood and poison things. We can't
13 stop the world, but we can try to stop what happens in
14 our towns and in our neighborhoods and mitigate these
15 problems.

16 I'm for labor. I'm for business, but I'm not
17 for what my children will look at me and say, My, God,
18 mom, didn't you fight the environmental fight before?
19 Aren't we supposed to be better than this? What
20 happens to my farm? My horses? My children? What
21 happens to my life? I have kids in the city and the
22 country and they are all in jeopardy. One son is at
23 risk of his job going to China. He said, Where is the
24 good in this for me? They're giving cheap jobs back
25 in China. Anyway you look at this thing, it's another

1 case of we're selling our scrap iron to Japan today,
2 and we should have learned. Thank you.

3 THE MODERATOR: At the podium 323. At the
4 table 180 and 337. Please state your name for the
5 record.

6 MR. CLIFF GOLDMAN: Cliff Goldman. I'm from
7 Portland. I'm a speech pathologist. I started
8 stuttering because I was stopped at a crossing,
9 sitting, when a train went by and I inhaled coal dust.
10 It was terrible.

11 Actually, that's not true, but I do want to
12 say this, though, the pollution from coal dust effects
13 cannot be totally mitigated. Now, people would say
14 you can control it, it's not that much. It cannot be
15 totally mitigated so therefore it has an effect. We
16 heard how much dust per mile and all that, sulphur,
17 mercury, particulates.

18 Now, jobs and employment. I get it. A
19 couple hundred jobs. And people need the jobs. But
20 would you intentionally hire people to endanger the
21 environment and be harmful to people's health? I
22 don't think so. Well, that's what it amounts to if
23 permits are granted and these people are hired. In
24 effect, they would be hired to have a detrimental
25 effect on us.

1 We need jobs. Well, why don't we pass
2 Obama's job's bill and road construction. There would
3 be millions. There would be millions of jobs,
4 infrastructure jobs that could be created. And
5 someone else said here if we can get these ports open,
6 the other crops, other goods can be taken care of.
7 Why not say yes to that, but no to coal.

8 I think we have to repair the nation's
9 infrastructure rather than to poison the people that
10 use that infrastructure. Thank you.

11 THE MODERATOR: At the podium 180. At the
12 table 337 and 196. Please state your name for the
13 record.

14 MS. ELIZABETH GRASER-LINDSEY: My name is
15 Elizabeth Graser-Lindsay. And I want to say it's not
16 in the public's interest for the coal trains destined
17 for export. I see two big problems. One is that if
18 we facilitate the export of coal, the United States
19 will run out of the cleaner, easier to mine coal
20 sooner which will accelerate the use and the
21 proportion of the dirtier and more extreme needs of
22 mining that devastate large expanses of land such as
23 the west and the mountain top removal and even the
24 mountains. If we send our best product to China, then
25 we're stuck with the worst stuff.

1 And then facilitating the sale of this causes
2 climate change and direct harm such as the extreme
3 weather events that we're seeing: Hurricanes
4 tornados, super storms, droughts, and flooding to the
5 public is also at risk of financial hardships as food
6 prices go up and farming fails.

7 There is also the loss of ice packs that
8 provide water to our cities and bring water to the
9 farming areas. This can lead to us having famines and
10 droughts and temperature-induced crop failures, reduce
11 the crop harvest.

12 And we also have disease coming from climate
13 change in some parts of the world such as the West
14 Nile virus. The World Health Organization already
15 estimates that 150,000 people a year are dying from
16 climate-related causes.

17 This is largely -- if you look at the Web
18 site and the equatorial regions and southern
19 hemisphere, in 2012 we saw that these threats can come
20 within our borders also. So please do this in the
21 public's interest and not the short-term benefit of
22 the few.

23 THE MODERATOR: At the podium, 196. At the
24 table 020 and 075. Please state your name for the
25 record.

1 MS. MARYANNE NELSON: Maryanne Nelson. The
2 new Steven Spielberg movie about President Lincoln is
3 about a time in American history where leaders faced
4 decision about a form of energy that they used then,
5 slave labor. There are comparison to our times where
6 we face decisions about another form of energy, coal.

7 Lincoln pushed to get the 13th Amendment of
8 the Constitution passed before the civil war ended.
9 It abolished slavery forever in the United States.
10 That came back for the leaders from the South to
11 negotiate an end to the war. They wanted a truce
12 between two sovereign nations. We rejected that and
13 said the South must come back to the Union.

14 You know what they said? They couldn't come
15 back without slavery. The economy of the South was
16 based on this form of labor. To end slavery would
17 ruin the plantations, civilization, the way of life
18 that they had known. Lincoln listens and he bows his
19 head for a long time. And then he looks up and says,
20 I do not know how we will get through these hard
21 times, but we must. Gentlemen you must understand the
22 time of slavery is over. It is over.

23 Our situation is similar today. Those in
24 favor of this coal terminal will talk about jobs;
25 about keeping a form of energy that we know, that

1 civilization has been based on for almost 150 years.
2 But already we know that things need to change.
3 Carbon dioxide emissions are at a worldwide, all time
4 high. Everybody has mentioned the effects. And coal
5 is one of the biggest contributors.

6 We must move beyond it. The time of coal is
7 over. To paraphrase Lincoln, I don't know how we'll
8 get through these hard times, but for the sake of our
9 planet, we must. Those defending coal will talk about
10 clean coal and talk about a gentler slavery: no
11 chains, no beating, better food.

12 No, that's not the solution. As hard as it
13 is, we must put a stop to digging it, transporting it,
14 and selling it. The countries that don't buy this
15 coal need the energy to develop, we can deprive them
16 of a much need source. Perhaps they need that
17 challenge.

18 THE MODERATOR: 020 at the podium. 075 and
19 030 at the table. Please, state your name for the
20 record.

21 MR. DICK HARMON: My name is Dick Harmon. My
22 wife and I live in Portland. I'm 76 years old. And
23 I'm here because of my children and grandchildren. I
24 know all the technical arguments. I know most of the
25 science. This is not a technical or an economic

1 decision. This is a moral decision. This is about is
2 it right or wrong.

3 This project will plunge Oregon and
4 Washington into a fundamental crisis. In a crisis you
5 have a threat signs. And you all have got a litany of
6 the threat signs. I don't need to list them. But I
7 will say this, the question for a project this size,
8 in my mind, is are we building our own gas chamber?
9 Are we repeating the Holocaust?

10 Now, people don't like to hear about the
11 scale of destruction that is underway already, and it
12 will be amplified and magnified by this coal shipped
13 through our states, will build more of that gas
14 chamber. I say no to that.

15 The irony, the paradox, however, is that we
16 have a tremendous opportunity in this situation. If
17 we wake up to the scale of destruction, it might
18 ignite the imagination of both states to get off our
19 ass and create a large scale, full employment green
20 economy as a model for the rest of the world.

21 So the issue here is not just to say no, but
22 to say no to this protect and yes to a full
23 employment, green economy, and yes to organizing it.
24 The politicians are not going to do it for us.

25 THE MODERATOR: Thank you. Up at the podium

1 we have 075. At the table 030 and 041. State your
2 name for the record.

3 MS. SUSAN SCHWARTZ: My name is Susan
4 Schwartz, and I'm from Longview, Washington. And the
5 reason I'm up here I have a couple of questions. I
6 want you to think of when you're doing your EIS, talk
7 about the health effect and think about dry eyes and
8 what the coal dust will do as they go through. And
9 think of asthma in those people. And I've suffered
10 breast cancer so think about the people getting cancer
11 from this.

12 I also want you to think about the log mills
13 that we have. Those are good paying family wage jobs.
14 Think about the effects of the coal dust on the
15 equipment that's there and what that will do to
16 impact. And think about the train travel and what it
17 will do also, particularly to people getting to and
18 from work. That's another thing you need to seriously
19 think about.

20 And do a complete EIS on everything, not just
21 doing an EIS on a few things. Thank you so much.

22 THE MODERATOR: Up at the podium 030. At the
23 table 041 and 476. Please state your name for the
24 record.

25 MR JOE WEEDMAN: My name is Joe Weedman. I'm

1 from Vancouver, Washington. I'm not going to ask
2 about how much insurance is available to cover the
3 inevitable corporate screw ups. I'm not going to ask
4 about the environmental damage or the health threat or
5 additional job destruction in the U.S. because of
6 needing cheaper energy in China.

7 I'm not going to talk about the living scam
8 of clean coal that was here just a few years ago. I'm
9 not going to talk about the jobs that are being
10 exported so that Wal-Mart, Best Buy, and Nike can
11 profit. I'm not here to talk about any of those
12 things. I want to know one thing. If coal is such a
13 damn good deal, why aren't the railroad locomotives
14 burning it?

15 THE MODERATOR: Up at the podium 478. At the
16 table 198 and 398. Please state your name.

17 MR. MIKE MOSER: My name is Mike Moser. I'm
18 from Portland, Oregon. And what I want to say is that
19 this project essentially facilitates the leave of
20 carbon of one sort in the ground to be released as a
21 CO2 for energy generation. And since that CO2 from
22 coal is considered one of the greater contributors of
23 climate change, I'm going to request that the Army
24 Corps of Engineers consider the ecological and
25 cultural destabilizing effect of this impact.

1 Particularly, I see water acidification, reduced snow
2 pack in our mountains, forest fires, and droughts.

3 Since our climate is a global resource and
4 it's being used as a carbon zinc for this project, I
5 would also suggest that this would necessitate a
6 national scope as well of the impacts. And the
7 alternative, I would suggest recommending keeping the
8 coal in the ground.

9 THE MODERATOR: At the podium 198. At the
10 table 398 and 458. Please state your name for the
11 record.

12 MR. DAVE SHELMAN: My name is Dave Shelman.
13 I live in Corbett, Oregon. I want to make three
14 points and address the second and third topic of your
15 scoping. No. 1, the panel of agencies administering
16 this EIS must be as broad as the potential global,
17 national, regional, and local consequences.

18 No. 2, this project nor any single proposal
19 should be -- coal proposal should be evaluated as a
20 stand-alone project. The cumulative impact of the
21 half dozen or so proposed and anticipated projects
22 must be taken into account.

23 No. 3, the Gateway Pacific Gateway project
24 and the other coal export projects must be seen as
25 linear developments 1,000 miles long. The nature of

1 the material being moved and the sheer volume of it
2 will have impacts all along these routes as well as
3 the local terminal communities.

4 Nowhere will these impacts be more
5 concentrated than the Columbia River Gorge. It is my
6 understanding that the Gateway Pacific Terminal
7 project and every other proposal or anticipates
8 coal -- I'm sorry, will rely on transporting coal
9 through the 80 miles that comprise the Columbia River
10 Gorge National Scenic Area.

11 The NSA designation was made federal law by
12 the Act of Congress in 1986 in recognition of the
13 spectacular natural beauty of this area. The Act
14 charged the U.S. Forest Service, both Washington and
15 Oregon, and local counties to protect the qualities
16 that led to its designation.

17 The EIS must decide that this project's
18 cumulative effects of all those projects will
19 illegally violate the NSA. I urge this panel, first,
20 to determine if it has sufficient representation to
21 adequately fulfill the EIS requirement. Second, to
22 evaluate cumulative effects of all the ports and then
23 concentrate on the effects of all the ports.

24 THE MODERATOR: 398. At the table 458 and
25 428. Please state your name for the record.

1 MR. GREGORY SOCHA: My name is Gregory Socha
2 (phonetic) and I'm from Portland, Oregon. I want to
3 encourage the Army Corps to broaden the scope to
4 include ocean acidification. As coal combustion
5 releases CO2 into the atmosphere, the ocean absorbs
6 the CO2 creating a slightly acidic condition which is
7 extremely detrimental to marine life anywhere from
8 microorganisms to sea vegetation to even coral reefs,
9 the fundamental building blocks and feeding blocks of
10 the resources of the oceans.

11 There is one creature that does seem to
12 thrive in warmer more acidic waters and that's jelly
13 fish. So this project may, in fact, create a few
14 jobs, but a finite amount of jobs. But it will
15 probably create an infinite number of jelly fish,
16 which devastate the fishing industry and sea
17 harvesting nationwide. So this really should be
18 brought in to include ocean acidification.

19 Now last night, Cully, a neighborhood over in
20 northeast Portland, passed a resolution. The Union
21 Pacific line runs right through Cully carrying BNSF
22 trains. And the last two parts of the resolution are,
23 Now therefore be resolved that the Cully Association
24 of Neighbors oppose coal transport through the Cully
25 neighborhood, city of Portland, along the Columbia

1 River, through the states of Washington and Oregon,
2 until the process of a programmatic comprehensive and
3 area-wide ESI is completed. And be it further
4 resolved that the Cully Association of Neighbors urge
5 the coal transport and rail companies respect the
6 wishes of the local community regarding coal transport
7 through the Cully neighborhood and the city of
8 Portland.

9 So please listen to the people of Portland.
10 Please listen to the people who are going to be
11 affected by this and certainly broaden the scope of
12 this to include ocean acidification. I would like to
13 leave you with the resolution --

14 THE MODERATOR: Up at the podium we have 458.
15 At the table 428 and 014. Please state your name for
16 the record.

17 MS. VIRGINIA NUGENT: My name is Virginia
18 Nugent. As a mother and grandmother I am deeply
19 concerned about climate change and ocean
20 acidification. Our oceans are rapidly becoming more
21 acidic due to absorbing CO2 emissions caused by
22 burning fossil fuels.

23 The bottom of the food chain, plankton, and
24 other species are having difficulty making their
25 shells dues to acidity. This threatens the survival

1 of all species that depend on them to survive.

2 Here in Washington state, our \$270 million
3 oyster industry which employs 3,200 people is
4 suffering a disastrous impact from ocean
5 acidification. The young oysters can no longer
6 reproduce naturally on the Washington Coast because
7 our waters have become too acidic to allow the young
8 larvae to form their shells.

9 Recognizing the threat to our shellfish
10 industry, Governor Gregoire has issued executive order
11 12-07 to deal with ocean acidification, quote, I
12 hereby order and direct the cabinet agencies that
13 report to the governor to advocate for reductions of
14 emissions of carbon dioxide at a global, national, and
15 regional level.

16 Exporting coal goes against our government's
17 orders to reduce CO2 emissions global. Are 29 jobs at
18 Cherry Point worth killing the ocean and making our
19 plant uninhabitable for future generations? I urge
20 you to do an EIS that includes the cumulative impact
21 of all proposed coal export projects, to do a
22 cumulative impact of all our coal import/export
23 projects and CO2 emissions in Asia, and its impact on
24 the Pacific Northwest's environment including our
25 shellfish industry.

1 We must not let a foreign country destroy the
2 Pacific Northwest and turn it into a dirty coal chute
3 to Asia. Thank you.

4 THE MODERATOR: At the podium 428.

5 MR. MARK CHAMBERLAIN: Mark Chamberlain. I
6 live in Washougal. I'm saying something a little bit
7 different. I'm kind of a pessimist or a cynic, and I
8 don't have a lot of hope for us at all. One person
9 mentioned earlier that we have an 800-pound gorilla
10 that many of us are talking about in this room, and
11 that's climate change, global warming.

12 My view is that there is an even bigger
13 gorilla that no one wants to talk about, no one wants
14 to do anything about. And I realize this is not in
15 your purview, but that's overpopulation and the ever
16 increasing demand for resources. And I don't see any
17 way to avoid the inevitable.

18 I think that it's kind of like David meeting
19 Goliath. I believe that global warming and climate
20 change will defeat the overpopulation problem one way
21 or the other. So I don't really want berate the
22 global warming issue. I'm sure you've heard enough of
23 it tonight.

24 What I want to ask is what kind of a legacy
25 do you want to leave when you come on board and you do

1 believe that global warming is indeed happening, when
2 you believe that our planet is about to go through a
3 change that will probably take millions of years to
4 recover from. That much coal that we've been digging
5 out of the ground took millions of years to get it
6 sequestered there in the first place. It ain't going
7 to go back overnight. We're going to dump it into the
8 atmosphere and that's going to make a lot of changes.
9 So think about the legacy that you want to leave.

10 THE MODERATOR: Thank you. We have time for
11 our last comment. 014. Please state your name for
12 the record.

13 MR. JEFF STOKEY: My name is Jeff Stokey
14 (phonetic), I'm a fourth generation Washingtonian born
15 and raised in the Okanagan Valley and a Columbia
16 resident of Portland, Oregon. I live three blocks
17 from the I-84 transit corridor which includes a major
18 rail line to Portland.

19 I want to make it clear to the Washington
20 Department of Ecology and the Army Corps of Engineers
21 I'm admittedly opposed to the coal exports because of
22 my concerns about the impact on this beautiful blue-
23 green planet we all inhabit. Today we face nothing
24 less than a global crisis: Climate destruction and
25 the end to life as we have known it, all at the hands

1 of the fossil fuel industry which is driven by
2 unprecedented greed and short-sighted delusion.

3 We currently have all the scientific and
4 technical knowledge and the physical resources to get
5 100 percent of our energy from renewables according,
6 to Mark Z. Jacobson, professor of civil and
7 environmental engineering at Stanford University. BN
8 tariffs which have helped put Germany and Ontario,
9 Canada at the forefront of the transition to green
10 energy are an important policy tool to incentivize
11 this transition.

12 Renewable energy already employs 2.7 million
13 workers, more than the fossil fuel industry. And
14 studies have shown that green energy will create far
15 more jobs than fossil fuels. A U.S. led greening
16 industrial revolution will move our economy forward,
17 create millions of new jobs and help ensure a livable
18 planet for future generations.

19 Global climate change is here. Future
20 generations are watching to see what action we take to
21 reverse it. References are available on my written
22 statement.

23 THE MODERATOR: Thank you very much for
24 sticking it out and for those of you who came up and
25 made comments.

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10
- 11
- 12
- 13
- 14
- 15
- 16
- 17
- 18
- 19
- 20
- 21
- 22
- 23
- 24
- 25

(The public meeting concluded at 7:01 p.m.)

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

C E R T I F I C A T E

I, Cindy M. Moore, a Certified Court Reporter for Washington, pursuant to RCW 5.28.010 authorized to administer oaths and affirmations in and for the State of Washington, do hereby certify that at said time and place I reported in Stenotype all testimony adduced and other oral proceedings had in the foregoing matter; that thereafter my notes were reduced to typewriting under my direction pursuant to Washington Administrative Code 308-14-135, the transcript preparation format guideline; and that the foregoing transcript, pages 1 through 115, both inclusive, constitutes a full, true and accurate record of all such testimony adduced and oral proceedings had and of the whole thereof.

Witness my hand and CCR stamp at Vancouver, Washington, this 20th day of December, 2012.

Cindy M. Moore



CINDY M. MOORE
Certified Court Reporter
Certificate No. 1936