

GATEWAY PACIFIC TERMINAL EIS SCOPING HEARING

Saturday, October 27, 2012

Squalicum High School
3773 E. McLeod Road
Bellingham, Washington

Reported by: Gwen Brass

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NOTE: Due to poor acoustics and microphone reverberations,
portions of the hearing were inaudible and unable to be
reported and transcribed.

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Saturday, October 27, 2012

11:11 a.m.

MS. HULL: The first thing I want to say is thank you so much for being here today. I'm really excited to have this many people who want to provide comments. On behalf of the agency, Alice Kelly from Ecology, Randel Perry from Corps of Engineers, and Tyler Schroeder from Whatcom County, I just want to thank you. I'm Kristen Hull, and I work with CH2M Hill. We are an independent consultant working on behalf of the agency for the process.

I have a specific job today, and it's to make sure that everyone gets an equal chance to provide comments and make sure that we have a safe environment. For this reason, I'm going to give you instruction on what to do here. I'm going to ask for your help today.

The first thing I want to let you know is: I don't use this microphone very often, so if I'm not projecting well, let me know.

These folks here today are here to listen to you. They will not be responding to any questions or comments. So you'll see that they don't have microphones. Just the microphones for the speaker and the microphone for me.

We know there are a lot of folks that want to talk

about this process and provide comments, so I'm reminding you that if you don't have a number, you can provide comments in writing through our website, individual comments. So there're lots of ways to do that.

And the other thing you need to know is we're not required to provide verbal comment opportunity during scoping. We're doing this because we heard from the community very clearly this is something that people really wanted to have an opportunity to do, so we're doing that for that reason.

We have a timer. So now I'm going to tell you a little bit about what we're looking for in the comments. We want to hear you comments about alternatives and about potentially effective resources to assist with the analysis. So that's really what kind of comments we're looking for.

The rules are that you have a number. You'll have two minutes to make a comment. There's a device up front that will signal to you when your two minutes is up. So it's pretty obvious that -- it'll beep when you have 45 seconds, it will turn yellow, and then it will be at two minutes. If you don't stop speaking at two minutes, I'll turn your microphone off.

There are two waiting spots here on the side. We're going to go in numerical order, 1 to 100, so number 1, 2, 3 make your way down to the podium, that would be great.

I'm going to ask you to fill out a blue card for the mailing list at the top if you're a speaker so we can make sure

we have your name spelled correctly.

And our transcriber asked me to remind you if you'd like to have your comment transcribed in the public record, try to speak clearly if possible so she can capture that.

The other thing is the fire code, we have a maximum capacity in this room, so when we reach that capacity, I will be --

Finally, I hope you find a seat, make yourself comfortable. If you see somebody that's having trouble in the bleachers and we have seat down here, you might consider relieving your seat.

The last thing for all of you in this room, it's really, really important that you're quiet. If you want to support folks who are saying something you agree with, if you raise your hand, we'll all know that that's why you're doing it. A lot of folks have signs, and those are fine to hold up as long as you're not obstructing the view of anyone around you. And we just can't have any clapping, any negative sort of thing. Need to make sure you are very quiet. And I will be reminding you about that as we go.

So with that, I'm going to call speakers 1, 2, and 3, and ask speakers 1, 2, and 3 to come up here, please.

Who's number 1? All right. Step up to the microphone, and if you can state your name and address for the record before you begin your comment.

THE SPEAKER: Jay Julius, Lummi Nation. I'm speaking on behalf of 5,000 plus tribal members. On scoping processes and science. All be told to wait for the science before deciding. Science is respected by our nation, but we have our own ancient knowledge and teaching that came from this land and these waters before the arrival of science. Lummi says no. Don't require science to know that in terms of our ancestral knowledge, the proposed terminal at Cherry Point, in our language, Xwe'chi'eXen, is inappropriate and unacceptable.

Fishing. I am personally a fisherman. My great great great grandparents were fishermen. As were their ancestors long before the arrival of science. To us fishing is culture and culture, fish. There was no word for famine in our language but many for family. It is these intangible values of a gift from the creator, and that makes us who we are.

Third is Lummi is the first of the indigenous communities to use reef nets and long before the arrival of non-Indians. We have documentation reef net sites and locations throughout our territory, including San Juan, and one of them is Cherry Point.

Historic, cultural. First of all, I'd like to encourage spiritual or a soul study to be done and maybe to use the impacts of boarding schools on the Indians to study the spiritual and soul impacts that this will have on our people. The fact that this is being proposed on Washington State burial

land, the cemetery, not just part of it but all of it, in three sites. Inside the area are registered archeological sites. One being 45-WH-1, the most studied site in Washington State --

MS. HULL: Thank you.

I'll remind you there's to be no cheering today.

THE SPEAKER: Che Leah Ten Clifford Cultee, chairman for the Lummi Nation. I'm here to honor our ancestors and our ancestral burial ground. Also here to fight for our natural resources that all of our people share, that we rely upon, and for our livelihoods and our sustenance and our ceremonial practices.

We also fight to protect and preserve resources for the next seven generations. And I know coal is a step in the wrong direction. We have to stand united to oppose coal. There -- we should be looking at clean energy. Clean energy, solar and wind power, so that's the way that we should be moving. There's so much at risk here. We have to stand united. There's so much to fight for here. But I know that coal just provides a few jobs for construction, but in the end it's just a very few amount of jobs. All the coal terminals, they're promising a handful of jobs available. I've seen the Cape-size ships. They're huge. They have big impacts on the environment. The coal dust. Not to say, you know, the big impact on the fishing, crabbing. Those areas out in the Cherry Point, Xwe'chi'eXen.

So I want us to stand united and protect this area and say no to coal.

Thank you.

MS. HULL: Number 3.

Number 4, 5 and 6 may come to the front.

THE SPEAKER: My name's Nicole Brown, and I'm here to express concern for our family farm, Moondance Farm, that makes up our livelihood for my family.

I moved to Whatcom County ten years ago to be a teacher. At the time, my husband was a network engineer relocating and we came here and he had a difficult time finding a job that didn't require him to commute to Seattle. So what we did is we sat back and we looked at the opportunities that existed in the area and the way we could positively contribute to this community. And we learned about a farming mentoring program.

So he signed up, he trained to be a farmer, he was mentored, he gave up his career as a network engineer; and, in fact, he can't be here today because he's at the farmer's market selling our produce to make a living.

So the markets that exist for our family's produce rely heavily upon the healthy reputation of the soil, the air, and the water of our region. The Capital Press reported multiple times this summer on the current insatiable demand by the Asian market for Pacific Northwest agricultural products

because of our green reputation compared to other communities that have pollution concerns.

Massey University just released a study a month or two ago responding to a recent oil spill in New Zealand aimed at identifying the best economic growth potential, and they determined that it's protecting the clean and green reputation to maximize the potential of their food economy.

I'd like you to study the impact of the operation of the largest coal export terminal in the nation would have on the reputation of Whatcom County food and farming products, including crops in oil and the fish and shellfish and crabbing industry.

I'd also like you to study that if an accident were to occur, like an oil spill or a windstorm or flooding, if our reputation would ever recover and the --

MS. HULL: Thank you.

THE SPEAKER: -- the economic costs would be incurred during our time.

MS. HULL: Thank you.

THE SPEAKER: My name is Ronnie Mitchell. I'm 62 years old and I'm concerned about this coal terminal, and I hope you do really consider that -- all the effects that are going to happen and the effect of that coal terminal.

My background is in the late '70s up to the early

'80s. I've work for Canadian Pacific Railroad as a brakeman and I started out -- D.C. When I transferred to the coast, I worked out of -- and then I shipped down to -- I worked out of that coal terminal there. And on the engines and on the ceiling dust and you're looking down into the cars. And they said that they sprayed them and everything, but we're getting -- we're getting dust and we're getting it from a crew that came down from --

And we're bringing it all the way into the terminal there, and there was never anybody there to double check to see whether there was anything -- there never was, and I know because I have parked those trains right there off -- on the dumpster. So they -- I went out for the first time on the caboose and saw all these mountains of coal there, you know, you sit there and you -- the windy days, you see it. It's blowing around and it's just all over in the water and the surrounding area.

So this is not -- I don't know what you're going to do when this thing is built, even with the buffer zone, after it kills the trees. Then what?

Thank you.

MS. HULL: Thank you.

THE SPEAKER: My name's Michael Sato. I live at 772 Mahonia Drive in Bellingham.

Over the last 25 years I've worked with others to

protect and recover our endangered southern resident Orca whales, the endangered salmon they eat and we eat, and the places the whales and salmon depend on for their health.

An oil spill in these waters would be devastating for the Orcas, the whales, and the salmon we've been working so hard to restore to health.

Every year over 10,000 large vessels enter and exit the Strait of Juan de Fuca to and from the Pacific Ocean. Over the last 25 years, we have advocated for stricter oil spill prevention and for more rapid and effective response to the oil spills.

This proposed coal export facility and proposed oil export facility in Vancouver BC will add over 1500 large vessel transits every year to the narrow waterways of Whatcom, Skagit, and San Juan Counties.

I ask that this EIS examine how much will more large vessel traffic increase the risk of an oil spill in these waters.

Two, how adequately can our system of oil spill response and recovery protect our shores and waters when large vessel traffic increases?

Three, how much will more large vessel traffic impact and effect the health of our endangered Orcas?

And last, please examine all measures the shipping industry must take to minimize the risk of an oil spill and

maximize timely response and recovery of oil should a spill occur.

If we cannot ensure the safety of our shorelines, our whales, and our salmon, don't permit this project.

MS. HULL: Thank you. Can I have your printed copy, please.

So you guys, we're having -- the transcriber is having a little trouble. So if you guys can try to slow down --

THE REPORTER: It's not their speed.

MS. HULL: What?

THE REPORTER: It's not their speed. It's the quality of the microphone.

MS. HULL: I can turn up the sound.

THE REPORTER: No, no, no, no. I don't think that's going to help.

THE SPEAKER: Can you hear me?

My name is DT Spencer. I'm a retired railroad conductor for Burlington Northern Santa Fe. I worked in Powder River Basin for 30 years all told. Retired about four or five years ago. We got here in Bellingham and -- face the coal train issue. I had no idea that I'd be this close to involved in coal trains again after 30 years and trying to get away from them.

What's interesting about this entire situation that I've seen these things happen before. I've been personally

involved in a situation. We tried to attempt to prevent a railroad from being built in Montana called Tongue River Railroad, and we spent about five or six years fighting this particular project and discovered over a period of time that the project itself became quite a chameleon. And it turned into all sorts of different shades of fight, all sorts of different control. One of the things that happened is we discovered that in my experience is that one of the first things that occurs is that the truth tends to die in a lot of these issues. A lot of smoky mirrors get replaced by it, a lot of people chase down a lot of wrong trails and a lot of wasted energy takes place in trying to get -- about what's going to happen. It's not in the interests of the people introducing these projects.

One of the things I'd like to say about this scoping project or this scoping section meeting is that I would like to see this project considered as an impact not simply regionally, but nationally, running from here to the Powder River Basin and that all of that would be looked at as a full impact, broken down in segmental impacts addressing each community's individual concerns and all attempts to communicate those, maintain the stability of the environment that are potentially going to be harmed now.

MS. HULL: Thank you.

Number 7.

THE SPEAKER: My name is Paul Anderson. I'm a resident of Bellingham. Thank you for your presence. I work in Mukilteo, Washington. I commute 67 miles each way, and we -- and I'm in a vanpool sponsored by Whatcom Transit. And we have been impacted numerous times by trains passing along the I-5 corridor backing traffic up from the railroad crossings in numerous locations in Marysville and also up by Cook Road exit, and it's caused near collisions several times. We've had -- our vanpool had to slam on the brakes because traffic came to a halt suddenly because cars were trying to cut into the off -- onto the off ramp that was backed up onto the freeway.

I would like to see a transportation study along the I-5 corridor that would detail out the cost to the taxpayers for eliminating these safety hazards that we're experiencing on I5.

Thank you very much.

MS. HULL: Thank you.

THE SPEAKER: My name John Riggs. I'm a Bellingham resident just up from the terminal, Whatcom Harbor. I'm a career marine officer. I went to a merchant marine academy when I was kid and I've gone to sea my whole life. My whole life's been on the water with shipping and fishing.

Now, my concern -- there's going to be a lot of redundancies in sharing out here today and we're going to say things -- everyone has the concerns, the same concerns. I know

a lot about ships. And that said, you know, I'm going to repeat something that Mike Sato just mentioned a minute ago.

I'm concerned about accidents with these big ships. I'm going to read you a big article from a newspaper in Australia, called The Australian, in the National Affairs section.

Andrew Fraser wrote, quote: Pilots taking giant coal ships through the Great Barrier Reef have told a federal government inquiry that there is a risk of a major accident at least once a month and that the chance of groundings or collision is about 10 times the number formally reported to the authorities there. The report, which is compiled by the Australian Transport Safety Bureau and released yesterday--that was literally yesterday--surveyed all 82 ships' pilots licensed to take boats through the Great Barrier Reef. That was January of last year, conducting interviews with 22 of them.

These ships don't like -- have to go -- these ships don't like to maneuver. They don't handle well. And the likelihood of the risk is very large. And take that in mind.

And where are we're going to anchor them if they're waiting for orders? They're going to end up in the middle of our Bellingham Bay.

We have already seen large tanks anchored in the bay. They're going to have to park these ships somewhere. Bellingham Bay is the logical choice. I'd like you to consider

that.

Thank you.

MS. HULL: Numbers 10, 11, and 12.

THE SPEAKER: My name is Dr. Judy Hopkinson. I am a retired scientist and associate professor of pediatrics at Baylor Medicine. I live in the York neighborhood in Bellingham for the past four years. My husband and I moved here from Houston to be closer to our daughter and to enjoy the remarkable beauty of Whatcom County, and we love this area. I got to tell you, it's not just the beauty but also the people. You guys are awesome.

And it's clear to me that you and me and my neighbors and our children and our grandchildren, we need a lot of things in this community, just like the rest of the country. But in this community particularly we need good jobs and we need quality schools and we need a decent jail and we need more firemen and more police and emergency vehicles. We need a lot of things. And all of those things require a healthy economy, a viable tax base, and careful planning.

Now, this proposal for the Gateway Pacific Terminal include the promise of jobs and some tax revenue, and those are two things we really need, so I'm very interested.

But I'm no spring chicken, folks, and I'm not careless, and I believe in fiscal responsibility. We can't afford to be careless or to allow hidden costs to cripple our

tax base ten years down the road.

So one of the costs that we need to consider very carefully is the cost of building railway overpasses and infrastructural adjustments all along the tracks from Montana all the way to Cherry Point.

A single grade crossing here could cost up to \$20 million, and best estimates are that we're looking at billions of dollars in mitigation costs that will be foisted off on the taxpayers.

MS. HULL: Number 10.

THE SPEAKER: Hi. My name is Dan Pike. I'm a citizen of Bellingham. I live at 506 Cypress Road. And I want to talk a little bit about the economic and job impacts of this because it's being set up as environment versus jobs, and this is a loser just on the job side.

This proposal would provide 1400 acres of prime industrial lands that create a net of 200 perhaps permanent jobs, which is one of the lowest results of industrial land use possible. And what's the cost? Well, if it puts us out of compliance with SEAMAC, which is a real possibility, it would cost us the jobs at Alcoa Intalco Works, which are good union jobs. It could cost us the job at Sierra Pacific where I've been told by somebody who works there that Burlington Northern has suggested that they will lose their siding they use right now to provide materials for their production every year.

The good news is I told them that maybe the Chinese can take the cheap energy and replace the product they're currently making down in Skagit County.

The Port of Seattle complains about being blocked by traffic from a basketball arena, but this would be many more times more impactful to them at the cost of very many good jobs there.

I want all of these things examined and understood how we're going to mitigate those.

It's going to effect economic development in this community where we believe in sustainability and we've built a reputation for that, and this will destroy that reputation at the expense of future companies choosing to be here or not.

In addition, this puts at risk a lot of our existing industries. There's going to be over a thousand tankers a year. There's over a thousand tankers a year now going through the straits that are now going to be impacted by these cargo bulkers that have very little maneuverability, and they're damaging, potentially putting us one accident away, one disaster away, from harm to industry, fishing and crabbing, and harm to our native culture.

So to sum up, I want to see a programmatic study examining all impacts; I want to identify and require full mitigation to all negative impacts; I want to look at a full range of alternatives such as, for example, wind power, which

will produce more jobs, long -- and I would like to ask to respect and recognize the cultures both native and otherwise that will be impacted by us.

MS. HULL: Thank you.

THE SPEAKER: I would just like to say that it's a privilege to follow --

My name is Stephen Michaels, and I've been a resident of Bellingham since 2007. I've been an environmental --

Can you hear me now?

My main concern with this project is as it will affect endangered Orcas in Puget Sound. And in 1999, the Washington Department of Natural Resources was concerned over a -- herring at Cherry Point. So the Department of Natural Resources initiated an ecological risk assessment, and it concluded the additional -- contaminated the new Gateway Pacific Terminal would, quote, result in long-term cumulative effects and, quote, increasing shipping vessel traffic would inevitably increase the risks of an oil spill.

It concludes that if such a spill would occur during or just before the spawning and -- season, the impact at Cherry Point would be a catastrophe.

Now, that alarm was sounded long before anybody knew that the Gateway Pacific was going to be the biggest terminal in North America and they would be shipping 40 million tons of oil a year. Herring population at Cherry Point is a vital

resource for our endangered chinook salmon, which is the mainstay of our endangered Orcas. No creature better symbolizes -- we cannot imperil, therefore, in that study for Gateway Pacific, BP, and all the oil carrying into Canada must be included in the environmental impact statements.

Now, I presume if I found this study, you guys have this study.

MS. HULL: Thank you.

THE SPEAKER: I'm James Wells.

You have heard and you're going to continue to hear a lot about many impacts people are very concerned about. The question is compared to what? Is the baseline question. One concern that I have is that this proposal might be compared to other theoretical projects that themselves would create degradation. It could create the perception that this project is only, say, marginally worse than some other thing we might imagine might occur.

So the starting point is the project must take full responsibility for all the impacts that it does create. And further, because the coal ports and the west coast are choke points, then there's a clear connection. It's causal. There's coal that would not be mined, that would not be moved, that would not be loaded, that would not be shipped except for this coal export terminal. There's very clear because of its choke point nature.

So full responsibility, but that's not enough. Per the current law of the land and federal government policy, we have required improvements and the state of our environment, the current state, is not good enough. For instance, we have a herring recovery plan. It is the government policy, it is a requirement that we must achieve not just maintenance of a current paltry quantity of herring but improvement.

So we need to evaluate this project in the context of not just will it wipe out the herring, but will it in any way conflict with the recovery of the hearing.

Similar, the Orcas. We can't be evaluating in terms of will it make the Orcas extinct. We must evaluate in terms of will it be an impediment to legally-mandated required recovery under the endangered species act.

So health care providers, like my wife, they say as their motto "do no harm." We, in fact, need to do better than that. We must achieve improvement. Please evaluate this project in the context of the clear need for improvement in our relationship with our resource and environment.

Thank you very much.

THE SPEAKER: Good afternoon. I'm Charles Law from Bellingham, Washington. I'm requesting the committee to include the impact of having additional new moorings under water -- over water structures such as trestles and docking ships along our existing structures on the shoreline of our

shoreline.

Only components -- only compounds impact of like alterations, otherwise known as life saving. This potential impact will alter fish migration as well as limit the growth of marine vegetation. Long after the coal rush has passed and these structures will be continued to have adverse effect on the distribution and abundance of migrating salmon. The shallows from over water structures built near shore habitats in the Puget Sound can reduce prey and disrupt juvenile Pacific salmon. Their migratory behavior and potential consequence of their survival rate. This is known as WS DOT in Washington research department reports, multiple reports, 755.1 PDR.

Thank you.

MS. HULL: Thank you.

THE SPEAKER: My name is Leaf Schumann. I'm from Deming, and I have a reason to oppose the proposed Gateway project.

It's not the fact that there have been 25 coal train derailments in the past 12 months, although that is obviously troubling if you and the coal train happen to be at the same place at the same time.

It's not that it will transect any number of school districts, separating students from school bus garages, playgrounds, buildings, and transportation home and is within

sight and sound of the Blaine School District campus, from which I retired five years ago.

It's not the arsenic, the diesel exhaust, and the mercury that will emanate as a toxic cocktail for our children to breathe, and it's not the damage through bilge dumps, spills, and collisions in our singularly beautiful marine waters.

And it's not that Craig Cole, the speaking head of this project, or Jon Hemingway, Chairman of the Board for SSA, would most certainly not own a home anywhere near the proposed rail line, let alone send their kids or grand kids to a school similarly located.

No, my reason is more personal and self-serving. I don't want my house to burn or my life to end while firefighters and aid cars wait for a mile-and-a-half-long train to lumber past multiple crossings at eight minutes a shot. And then to suffer similar delays while I or a family member are transported back to the hospital. It is unimaginable to me that SSA and the Gateway Gang will come anywhere near full mitigation, which is my issue, that such necessary bridges, underpasses, and overpasses allow my house and our lives to survive.

For that reason, among many available, I oppose this project. No amount of promised jobs, the new four-letter word now employed by greedy corporations eager to plunder small

communities, will balance my potential losses.

MS. HULL: Next speaker.

But I want to take a second to remind everybody about the ground rules for this room since a lot of you folks came in. I want to remind you the speaker has two minutes and ask you folks to stay entirely quiet during the speakers, and if you want to raise your hand. And it's really important to speak directly into the microphone.

THE SPEAKER: What, speak into the mic? Thank you. Can you hear me?

My name is Dave Hopkinson. I live in Bellingham. My concern is the impact of coal trains on the derailment. The number of derailments seems to be increasing. I guess we could do a study. Does that have something to do with the fact that we're shipping more coal.

My wife and I take the Amtrak to Portland to visit our daughter. Along Chuckanut Drive the rail line is hemmed in. On one side it's a steep slope, and on the other side there's water. The track below Chuckanut Drive should be considered a high risk area for derailment. I'm asking you to look and see whether there are other highways where these coal trains are going to go.

Coal trains are physical stress because they're heavier, they cause vibration, coal dust blocks drainage, making the rail beds get squishy.

Third, more frequent trains will make -- during the daylight hours will make maintenance difficult unless they do it in the middle of the night.

Fourth, if there's derailment along Chuckanut Drive, it will be very difficult to access. With no access for emergency vehicles, how do you deal with that as an emergency? With no level ground, no platform for a crane, how do you clear a derailment?

Please do an engineering study to test directly whether the existing rail line is adequate to the increased heavier traffic.

Thank you.

MS. HULL: There's a request for identifying the panel, so I'll do that.

I'm Kirsten Hull for CH2M Hill and I'm here to facilitate the meeting and make sure we have a respectful environment. I've got Alice Kelly from Department of Ecology, Tyler Schroeder from Whatcom County, and Randel Perry from Corps of Engineers with me.

We can have our next three speakers 16, 17, and 18.

THE SPEAKER: Hello. Name is Jackie Pettit. I'm a resident of Bellingham.

The proponents of the Gateway Terminal talk all the time about jobs, and so I would like to focus on asking the environmental impact study to include the cost, the true cost,

to the U.S. of exporting coal to China.

The U.S. Government, the taxpayers, we subsidize coal at \$1 a ton. And this coal then will be sold cheaply in China, who is our major competitor in the global marketplace. So when you talk about jobs and the financial situation of taxpayers, this is an idea that needs to be scoped and looked at on a much broader level than even just our own area.

Providing China with cheap coal in the type of marketplace that we're in today, which is very unstable, we owe a lot of money to China, why would we even consider this project? It's beyond me.

And so I ask the environmental impact study to please look at the broader even national impact of subsidizing this coal and providing it to our major global competitor that would cost businesses and jobs all across this country, not just to the northwest.

Thank you.

MS. HULL: Next speaker, please.

THE SPEAKER: My name is Jean Melious. I live in Bellingham.

"Impact" is another word for cost and what people may not notice that the environmental impact assessment process is built on the assumption that certain level of costs will be imposed on the public. Now, what's to decide that an impact is less than significant? There is no requirement to reduce that

cost on the public even if the people affected think that the cost is very high indeed. So my request to the agency is to reduce costs on the public by -- that protect us and to make sure that every person and every community knows what cost will bear.

Take noise. Every person and every community needs to know whether the noise from trains will be doubled, tripled, quadrupled, or 16 times, even if the agency don't view that as significant. And don't just say that the noise will be less than significant when people will have to bear increases that will hurt their sleep, their health, their property values, and their businesses.

Even more important for community is the delay at railroad crossings that will be caused by mile-and-a-half coal trains. Please be sure to examine every railroad crossing so you can tell every person whose path to the hospital is blocked by their trains that they will have to wait two, five, or ten minutes. Be sure to ask Whatcom docs how that will affect their ability to keep their patients alive.

Thank you.

THE SPEAKER: LaBelle Urbanez, 2159 Lummi Shore Road,
Bellingham Washington.

[Speaking Native language.] I am [Native language].
I am [Native language]. And what we are discussing here is the death of every species along the path from beginning to end.

Beginning where it is taken, to the end where it is shipped off, and even then if we are not finished with it. We are Coast Indians. We are charged with keeping these waters safe, safer than everything that's been a part and is part of our heritage, our culture, and everybody's rights. We all live here, we all breathe the same air, we all drink the same water, and we all live on the same land. We need to respect everyone.

I would like to say [Native language].

And for the remainder of my time, I would like a silent consideration for all those we're killing so that some can make money.

(Silence observed.)

MS. HULL: Number 18, 19, and 20, if you can make your way down. Or, I'm sorry, 19, 20, and 21. 19, 20, and 21. 19, 20, and 21. Number 19.

THE SPEAKER: Hello. My name is Colleen Berg, and I've got my comments in the form of a poem.

Coal Trains Body and Soul.

Coal trains, mines, ports, ships, and stacks.

Icons of the wealthy, the filthy, the unsustainable, the hard coal facts.

While busy protecting our young, corporations sneak behind our backs.

This is what I have to ask of you:

Respect our elders, respect our youth, respect our

pregnant, and respect our dead.

Study the air for particulates and energy alternatives to replace all coal beds.

Study the waters for contamination, spills, and impacts to wildlife instead.

Instead of destroying a pristine ecosystem, a significant site where herrings mate.

Instead of mining our prairies and forests before it's too late.

Instead of encouraging China's dirty air to blow back to the States.

How many jobs will be ruined, really, how many created?

Clean air, clean water, clean energy, are these essentials overrated?

The combined accumulated impacts of all coastal ports must be debated.

Protect the Orca whale, the Sockeye salmon, indigenous rights, hold a healthy watershed in your sight.

I value these gifts and I will join with others to keep up the fight.

Leave it be, we don't want coal coming here.

Look to invest in clean energy or micro-beer.

We intend to have a sustainable future on this earth.

Healthy and diverse populations, for what it's worth.

Scrutinize those with unethical investments.

Carefully weigh the costs and benefits of your assessments.

It takes leadership and courage to stop climate warming and to recognize the revolution that's now forming.

Take the Whatcom County doctor's advice.

They understand coal's hidden price.

I suggest you reflect on greed for coal and honor the community's body and soul.

Respectfully.

MS. HULL: Thank you.

Next speaker.

THE SPEAKER: Laurel Felber. Bellingham. I live very close to the railroad truss. I request the EIS to include the impacts of coal dust on human health; waters, such as streams, ground waters, and marine waters; plant and animal health; and the health of our ecosystems.

I also request that the study be comprehensive, to include not only Whatcom County where I live but include impacts on the entire route of the trains from Cherry Point to the point of origin in the Powder River Basin.

I also request the study encompass not only coal dust emissions from trains but also impacts from the coal processing plants themselves.

According to the BNSF website, the coal trains will

lose three percent of their load in transit. SSA Marine has stated that their intent is to ship 48 million metric tons through the Cherry Point terminal annually.

In Point Roberts Bank in British Columbia there is a coal processing plant. Coal particle concentrates have doubled along the train routes.

According to an article in The Daily News Online, the residents in Point Robert's Bank said that their houses have to be pressure-washed and their boats are covered in grey soot. This is despite the coal plants efforts to control coal dust. What if their -- if their houses and boats are covered with soot, what is this going to do to the health of a community and to our planet?

Thank you.

MS. HULL: Thank you.

Next speaker. And if I could have numbers 21, 22, and 23, that would be great.

THE SPEAKER: My name is Andy Ingram. I live at 901 - 22nd Street. I've been a Whatcom County citizen for five years now. I work as a whitewater river guide on the Nooksack River and teach at the Mt. Baker School District, and I'm a student of ecology at Huxley College at Western Washington University.

As I've explored this region's natural spaces, I've discovered and come to cherish the unique, intrinsic beauty of Whatcom County and greater Cascadia.

As an ecology student and aspiring naturalist, I've observed that here, as everywhere, all life converges on clean and healthy water.

When I first learned of Whatcom County's legacy of watershed pollution, I was appalled. In light of this history, it is clear that the Gateway Pacific Terminal poses a substantial threat to all species, humans included, that rely on clean water.

As a student concerned with vitality and viability of our fresh water and marine ecosystems, I ask that you please include in the environmental impact statement a comprehensive study of the adverse impacts that coal dust spillage, heavy metal pollution, specifically coal derivatives cadmium and mercury, and the resultant watershed acidification would have on freshwater and marine species and habitat all along the rail transportation route from the Powder River Basin at Cherry Point and in the Salish Sea and Pacific Ocean.

Please study these forms of pollution with a full accounting of the cumulative impacts resulting from past pollution in the Salish Sea and at Cherry Point.

As a person who suffers from asthma, I ask you to study potential human health impacts resulting from increased atmospheric diesel particulate matter from additional train traffic and coal dust, particularly relating to respiratory and bronchial ailments in children and elders.

Finally, as a supporter of indigenous communities, I ask that you study the adverse impacts of this terminal on the Lummi historical village and burial ground at Cherry Point and potential depletion of fisheries resulting from the aforementioned pollution and increased vessel traffic.

MS. HULL: Next speaker, please.

THE SPEAKER: My name is Thelma Follett and I live in Bellingham. I'm going to talk to you about polar bears.

So polar bears are in serious danger of going extinct due to global warming. This summer's unprecedented Arctic ice melt, when three-quarters of the ice melted away, has comprehensively broken all previous records.

Summer ice loss in the Arctic now equals an area the size of Alaska, Texas, and the State of Washington combined. The Arctic may be ice-free in the summer as soon as 2015.

Polar bears are being forced either to stay on land for extended periods without food or, when they get hungry enough, making the swim and risk drowning or freezing along the way.

Polar bear cubs are especially vulnerable. A recent USGS study tracking polar bears wearing radio collars reveals that their swims have been growing longer over the last six years and that at least five cubs have drowned in these longer swims.

Unless carbon pollution from coal-fired power plants is severely limited, there will be no Arctic ice and there will be no polar bears. Starting in 2015, if not sooner, global greenhouse gas emissions must go down to zero.

Gateway Pacific will at full build-out ship 48 million tons of coal annually. It's my understanding that the Army Corps of Engineers will study only local impacts and thus not anything happening way up in the Arctic that actually will be caused by Whatcom County shipping coal to be burned way out there in China. So I would suggest a local impact to you.

When 20 years from now we are celebrating our 48th annual Birch Bay Polar Bear Plunge and your grandkids ask you, "What is a Polar Bear," you can show them a video of one because by that time they will never again be able to see one alive.

Thank you.

MS. HULL: Next speaker, please.

THE SPEAKER: Hi, I'm Mary Janell Metger. I'm a resident of Bellingham and I've lived here since 1995. As a mother, educator, and community member of Bellingham, Whatcom County, Washington State, United States, and the world, I'm really concerned about the health, economic, and ecological effects of this proposal.

You know, my husband and I are both educators and when we were looking for where we wanted to commit ourselves as

educators after we received our educations and raised our children, we chose Bellingham. And it wasn't because we could make the most money here. We came here because of the quality of life, the community commitment to public education, the opportunities for communal involvement.

And so part of my concern is, you know -- and my experience is that educators throughout the county share those values and -- you know, I know that the county and the city study the reasons why people move here. And it isn't -- rarely is it for the money.

So I'm interested in the sort of intangible impacts of this proposal. I really don't understand why we would trade our health and welfare and local and global citizens for the wealth of a few. What issue of justice has ever ruled distribution of human and natural -- that justifies this proposal?

And finally, given the reasons so many of us have moved here, I'm concerned that those who can will leave and what we're left with is environmental classism and racism.

Thank you very much.

MS. HULL: Next speaker.

THE SPEAKER: Pearl Follett. I'm reading mine.

Little drops of water, little grains of sand, make the mighty ocean and a beautiful land.

I recited this poem as a child many times. The moral

is that actions are cumulative. As the rhyme goes, these little drops of water make our mighty ocean drop by drop. The potential of the Gateway Pacific Terminal's pollution of these tiny drops of water poses a threat too grave to have this project approved.

The trains carrying toxic cargos will increase if this project is allowed. The coal will leak through the cars, and dangerous particles will also be airborne. Accidents happen and trains derail. The spilled cargo goes into our streams, rivers, and lakes.

When the cargo is unloaded, toxic particles will go into the air and ground to further pollute our water drop by drop.

The ships will pollute the ocean regardless of the cargo that they contain. Ships also have accidents and spills that add more pollution to the ocean waters. If the cargo is coal, the threat to our water is even greater.

The burning of coal will send pollution into the air and back down to earth into our water. The pollution cannot be taken out of the water.

I ask you to deny this project.

MS. HULL: Thank you.

25, 26, and 27.

AUDIENCE MEMBER: What about 24?

MS. HULL: Oh, 24 can be --

THE SPEAKER: My name is Marcia. I never intended to speak today, but I'm here for two reasons. One is to speak for those who can't speak for themselves. And one is from a spiritual place. The animals, the plants, and the young children, the babies and those unborn cannot speak for themselves. There are several people here with small children. When I see the babies, I feel really sad because I don't know what's going to be left for them.

The spiritual part is my understanding through a theologian named Margaret that there are two reasons we are here. To work for compassion and for justice, that God is passionate about creation and that it is our job to also be compassionate about creation.

Thank you.

MS. HULL: Thank you.

Next speaker, please. 25.

THE SPEAKER: Well, I'm number 26.

First I want to say that there is an alternative, and renewable alternative energy is completely possible. It's just -- that works for the need of the people and not for the profits of the few.

My name's Barbara Schumacher, and I live in Ferndale.

Coal's total impact on human health and the environment, including all living creatures, must be part of the environmental Impact statement on the Gateway Pacific coal

export terminal.

The decimation and extinction of life on earth cannot be mitigated and is of inestimable value. I request a programmatic and comprehensive environmental impact statement on the Gateway Pacific Terminal to include all impacts of mining, shipping, and burning an additional 150 tons of coal per year, mined and shipped from Wyoming and Montana through the Pacific Northwest to Asia.

Coal burning in Asia blows pollution back on the Pacific Northwest and is known to cause human disease and climate change. The environmental and human damage of using this massive volume of coal in today's atmospheric and oceanic conditions with the exponential rise in atmospheric carbon dioxide and ocean acidification could and likely will lead to extinction of life on earth.

Extinction of life on earth must be evaluated and considered and studied before permitting these coal export facilities.

I demand that science on climate change and ocean acidification be taken into account. Burning this much coal has a global impact on life on earth. The decimation and extinction of life on earth cannot be mitigated. A green energy transition is the alternative and will create many, many more jobs than coal energy and -- transition.

MS. HULL: Next speaker, please. And if you can have

numbers 28, 29, and 30 come down.

THE SPEAKER: My name is Carol Follett, and I'm a resident of Bellingham, and I'm here to speak for some people who can't be here.

Each year protests spring up to counter construction of dirty coal plants in China. This year and last saw some of the biggest protests ever in China, coal-fired power plants. More than 30,000 Chinese citizens hit the streets protesting the pollution of their air and water that threatened their fishing businesses and farmland. At least two people were killed in the clashes with police, and the government censored the news.

China continues to be an authoritarian one-party state that imposes sharp curbs on freedom of expression, association, and religion. This October the government launched the largest crackdown on human rights lawyers, activists, and critics in a decade.

As Americans, the citizens of Whatcom County hold dear our nation's government. By the people, for the people, and of the people. Whatcom County's vision statement proclaims that this is a place where citizens and their government work together to preserve the rights of the individual while protecting the essential natural environment in which they live.

In other words, we citizens of Whatcom County will be

abandoning our moral and ethical behavior in business and commerce and in good citizenship by trading with the Chinese government in the coal industry.

If we cooperate with this behavior, what will keep us from abandoning those same moral, ethical behaviors in business and commerce and in good citizenship in our own community?

I'm asking you to examine the psychological health impact on our community of abandoning the democratic values, giving away our mineral resources, and risking our environmental health when we ship our country's resources, in this case coal, to a totalitarian country that abuses the rights of the individual.

Thank you.

MS. HULL: Next speaker, please. Number 30. 29. I'm sorry.

THE SPEAKER: My name is Philip Hernandez. I live at 1800 Texas Street, Apartment 21, in Bellingham, and I'm not ashamed to say that I like trains and I like these coal trains and I like the coal terminal. But not at any cost.

First of all, coal has been shipped safely across this country for well over a hundred years, from the Powder River Basin for decades. We have this information. Why is it any different now?

Coal dust is a problem. The -- has already complained about it in Wyoming. Let's see what they have to say about it.

There is a problem with coal dust being stored at a terminal. It will be stored in the open. Wind will blow over it. It might get into the water. It will affect the Cherry Point fishery.

We do have to look at the impact of all the terminals. Seven of them are proposed for the Pacific Northwest. This is an historic change that has to be looked at.

Diesel exhaust is a nonissue. Information's available from General Electric to -- manufacturers. We need brake separations. That's very important. Just looking at the math, we need to -- we'll need some more in Bellingham. These cost. That has to be looked at. It will also help reduce noise from diesel horns if you go -- for crossing.

We should look at sound walls mitigating -- we have to determine who is going to pay for that.

We're going to need more trains, not just coal trains. There'll be more Amtrak trains. There'll be more merchandise trains. We need that. Also trains and tracks --

MS. HULL: Thank you.

THE SPEAKER: Thank you very much. I appreciate the time.

MS. HULL: Next speaker, please. And if I could have the next three speakers, number 30, 31, and -- 31, 32 and 33 come down, that would be great.

THE SPEAKER: I'm Sam Bliss, 937 Otis Street,
Bellingham.

Climate change is a global issue and caused by greenhouse gases in the atmosphere. Greenhouse gases like carbon dioxide are emitted when coal is burned. The consequence rising of global average temperatures will harm ecosystems all over the world. Life in the ocean and on land will be effected, impacting the agriculture and fishing that feeds us. Sea levels will rise, flooding coastal cities like our own.

These impacts are already occurring, sooner than even the most pessimistic forecasts predicted. For this reason, the cost of society associated with the end use of all that pass through the proposed facility must be taken in account in the environmental impact statement. To neglect to include end use impacts will be failing to accurately analyze the environmental impacts of the Pacific Gateway Terminal.

The only way to prevent climate change is to avoid the combustion of fossil fuels like coal that cause greenhouse gas emissions. It matters not whether coal is burned here or in China. We all live in the same world. We all breathe the same air. The global climate is one interconnected system.

I'm 21 years old and I plan to live a long time. I'd like to live in a world in which biodiversity and unique natural environmental amenities remain and thrive. What's

more, I'd love to leave a beautiful world for our children and their children and their children and their children and their children. And so on.

MS. HULL: Thank you.

Next speaker, please.

THE SPEAKER: Hi. I'm Terry Wechsler, resident of Bellingham and proud cofounder of Protect Whatcom.

And I want to talk a bit, for a minute, about Peabody Energy, who's being sued right now -- mine workers, who are trying to change venue in a suit to pull a bankruptcy proceeding of a subsidiary down to a state where they actually mine coal. Because Peabody transferred a marginal mining operation and a lot of pension benefits, 10,000 workers' health plans and pension benefits to Patriots and then filed a bankruptcy in New York.

And the irony is at the same time that was occurring in the New York courts, Jack Louws received a really nice letter from Peabody saying, "Hi, we're proud to help bring jobs to Whatcom County."

And I point this out because SSA Marine is not building this terminal. Pacific International Terminals, their subsidiary, is. And so you're going to be getting a letter from -- Protect Whatcom asking for a comprehensive economic impact assessment. This one will have 550 signatures on it from all over the state, primarily from Whatcom County.

We know there's a huge cost. We want you to not only measure them but tell us who's going to bear those costs. Federal subsidies for rail expansion. Mining operations. Down to the cost of the health impact and all of that.

It's -- don't tell us there's significant impacts. That's for the scoping report and the EIS. Tell -- quantify them and tell us who's going to pay.

Thank you.

MS. HULL: Next speaker.

32.

THE SPEAKER: My name's Larry Kalb. I live at 2423 C Street in Bellingham.

I ask that you not permit the construction of the Cherry Point coal terminal. I'm a hundred percent against it.

When I ran for Congress two years ago, one of my planks was jobs. Jobs made here in the United States. Jobs that employed U.S. citizens making U.S. products, here, in the United States.

I pledge my allegiance to the United States of America. I am totally against this project for the simple reason that one lingering question is in my mind. How is the State of Washington going to have the funds to clean up one particular accident that we have at Cherry Point? How are you going to mitigate the health costs caused by this project?

I can tell you that SS Marine has no skin involved

when it comes to this. When we take our -- when we take our natural resources, ship them to China, we know that more and more jobs are going to be created in China. That's going to create sales tax revenue to make sure that they have all kinds of Chinese crap coming over here to undermine our economy. That's going to undermine our economy to such an extent that we won't have the money to pay for cleanup.

We don't have money already for education, we don't have money for our universities, our colleges, our high schools. We need to keep these jobs here at home.

MS. HULL: Thank you.

Number 33, please. 34, 35, and 36 may come down, please.

THE SPEAKER: My name is Laura Leigh Brakke. My name is Laura Leigh Brakke. I live in the most beautiful place on earth called Pleasant Bay here in Whatcom County. I'm also a certified nurse midwife, and I was up a hundred percent, 24 hours, all through the night, so if my comments lose track, that may be why. Had a baby at 2:47 this morning.

So I would like part of the EIS study to include the effects of mercury on the health of our environment as it enters into our food source and fish and the effects on pregnant women, unborn children, et cetera.

I also would like the EIS to include the increased traffic in our shipping lanes from the inland Puget Sound to

the Strait of Juan de Fuca north through the most common shipping that heads through the Aleutian Islands to Unimak Pass, which is already a congested narrow bottleneck. It happens to be the grounds of the healthiest food on the planet, which is Bristol Bay wild Alaskan salmon.

You must study the effects of this burning coal, the coal dust coming down as mercury entering our waterways.

I also would like you to look at the Cherry Point aquatic reserve goals that talk about preserving, protecting, enhancing, and restoring the unique environment of that area and how this project is compatible with those goals and how this project will reach the no net loss goal the DOE has as a legal standard.

Please study the no-alternative -- no-action alternative.

MS. HULL: Next speaker, please.

At this point, we're going to do a couple of transitions.

THE SPEAKER: Hi. My name is Lauri Hennessey, and I'm here representing the Alliance for Northwest Jobs. It's a coalition of more than 40 organizations, growing every week across Oregon, Washington, Idaho and Montana. And our organizations stand for 220,000 employees, also growing every week, and that's 39,000 businesses.

We include trade associations, unions, companies, and

individuals who are a nonpartisan group funded by our membership, who represent the broad spectrum of interests including labor, business, Democrats and Republicans.

On a personal note, I was born in Everson. I attended Western. My grandfather was a potato farmer in Whatcom County, and times have changed a lot since then in Whatcom County. Economic hardships in the past few years have translated into flat or declining revenue to fund our government services.

One of our most important valuable assets, of course, is our export economy. In fact, four out of ten jobs in our region are trade-related.

Another one of our strengths is our port facilities and their related transportation infrastructure that move commodities and products effectively through these facilities.

These proposed terminals will provide an important short- and long-term boost to our regional economy and they will create much-needed jobs right here in Whatcom County.

This terminal and others like it will create thousands of good family-wage jobs in construction trades, transportation, manufacturing and trade. That's blue collar and white collar jobs.

As a state with unemployment above the national average that's routinely forced to cut funding for schools, we need to move these projects forward as soon as we can.

There was a time years ago when as a society we may have

lacked the understanding, technology, and commitment to achieve a strong economy and a clean environment. That time is behind us. We believe we have a robust public process underway, and we're excited to take part of it. Our slogan is displayed prominently today: Build terminals here. Build jobs here.

Thank you for your time, and we believe we can make this happen.

MR. STURTEVANT: Next speaker.

THE SPEAKER: My name's Rebecca Brownlie. I'm a resident of Bellingham. I just live down the road. And I would like the EIS to look carefully at the impact this project will have on the high quality of life that people in Bellingham enjoy and promote.

We are proud of our efforts to support clean air, clean water, our small farms, local fishermen, green building practices, and community development. We've been recognized nationally in several publications as one of the best small towns to recreate in, to retire in, and to own a local business in.

And I just have to say that the last speaker about -- the environment, it's never -- you always have to take care of the environment. It's supports us. Sorry, guys.

Anyway, I'm asking you to please research how, one, the increase in noise, pollution, and traffic generated by coal trains will affect the homes and businesses around the tracks

in particular and Bellingham in general.

Two, what loss of property taxes will occur when house prices drop? And I'm thinking of the Eldridge neighborhood already.

Three, how many businesses will lose revenue due to inaccessibility, noise, and unsightliness? Face it; trains aren't that attractive. And as to -- you can't even hear yourself think which isn't nice if you're at Boulevard Park or Chrysalis.

Four, what potential jobs will not be generated in and around the tracks downtown, including the proposed waterfront development, due to incessant train traffic, congestion, et cetera?

Five, how much tourism will be lost?

Six, how will Bellingham, which is seen as a green town, be viewed when it's the biggest coal port on the west coast? And please include the impact on Ski to Sea, which attracts a lot of people to our town.

Seven, how many people will not retire here and will not bring young children to grow up here? We are famed for being a great place to raise a family, and I for one would not have moved here to raise my sons if it was renowned for coal export.

These are all huge losses of revenue and potential job creation of a sustainable nature.

I would like you to research how the Cherry Point terminal will compare when the 2,000 temporary jobs will most likely be transient workers and the few hundred permanent jobs will only be as permanent as the demand for coal is in China and at best will only last 10 years when the coal runs out.

Finally -- and I'll leave it at that. Thank you very much.

MR. STRUDEVANT: 36, 37, and 38.

THE SPEAKER: My name is Lynn Shuster. I live at 480 South State Street in Bellingham.

Ecology, the County, and the Corps have a very, very difficult job ahead, and I appreciate that. I'm here to ask you to consider one very specific item, and that is the railroad congestion between Ferndale and Bow. Adding 18 trains a day may require a second track that will extend all the way along the Bellingham waterfront.

The waterfront is a jewel that defines Bellingham. The impact of the coal terminal cannot be considered without looking at the impact on recreation and access.

It is also necessary to at least look at an alternative route through the County to Cherry Point.

I urge that you include in the scope the potential need for a second track and the constant blocking of the waterfront. I won't even start talking about the noise of the train horns.

Thank you.

MR. STURTEVANT: Okay. 37, 38 and 39, please come to the microphone.

THE SPEAKER: My name is Kenneth Kaliher. I live at 1207 Chuckanut Drive, just outside the City, Whatcom County. And the railroad crosses my property, our property, about 100 feet from our house horizontally and about 50 feet below it vertically. And I learned from the official Department of Ecology last year that several -- many homes along Eldridge Avenue sit high above the railroad tracks down there, are in seriously bad condition. People are concerned about the foundation of their homes, slipping. It's on clay. It's susceptible to heavy rains.

And also a neighbor that's not far south from us failed to sell his house last year when the purported buyer one day after the GPT plant was announced canceled the sale and pulled out.

I ask the EIS to study the impact on the integrity and the stability of such high grounds adjacent to the railroads, the impact caused by quantum increase in traffic and longer, heavier trains than anything passing through Bellingham today. And not just through Bellingham, but along the 1,000 plus miles of railroad tracks from the Powder River Basin.

Thank you.

MR. STURTEVANT: 38, 39, and 40. 38 up.

THE SPEAKER: Hi. My name is Andrew Eckels. I'm a student at Western Washington University. I live on 1468 Franklin Street.

This quarter has been a little intense. I've been learning about the global water crises. We are quickly polluting, depleting, and wasting our most vital resource, and the burning of fossil fuels is one of the largest contributors to this global crisis.

One in seven people in the world currently do not have access to clean, safe drinking water. They're forced to drink water that's heavily polluted by industry such as coal and few of them live to make it to my age, even much less make it much farther.

During my lifetime it is projected that the number of people in this world living under these conditions will rise to one in every two people. When I think about the future, I'm often scared. I'm no longer so sure that I wish to bring children into this world.

I would like the impact that CO2 emissions will have or that the impact of the CO2 emissions that would be released from the burning of the proposed amount of coal would have on the state of the world's glaciers, humanity's summer water supply, upon the weather patterns that our production of food depends upon and the level of the sea and the impact of -- on humanity when the sea rises. Please don't sell

my future. Thank you.

MR. STURTEVANT: There's no clapping. Raise your hand.

39, 40, and 41. 39 has the microphone.

THE SPEAKER: Thank you. Peggy Lupo, 7219 Kickerville Road in Ferndale.

After 15 years, my husband and I have been living on the Kickerville property, and we're lifelong residents of the Custer/Ferndale area. We're proud to be a county family, and our home, along with other families along the rail line, is in jeopardy. The Gateway Pacific Terminal at Cherry Point will affect our property value and our health.

In the past, companies have proposed a shipping terminal at Cherry Point. But the current sluggish job market has given SSA Marine an advantage this time around. The uncertainty in this recovering economy has allowed the company to bill the port as an economic solution to the county's unemployment.

However, the port could mean a financial disaster for our family and families like us. Our property is adjacent to the line. Our house is 250 feet from the rail line. For the past 15 years, this has not been a major problem. But the port will result in a significant increase in rail traffic. And despite the company's claims that the trains will move quickly through the area, this is not the case where we live. The

trains move at a crawl as they pass our property.

So from a strictly financial perspective, we believe the constant traffic will make our area less desirable and decrease our property values.

Most importantly, of course, is the coal. It's been a controversy. A great deal of justified attention has been given to the coal, but little attention to the impact on county families.

They say coal is good for the health of the people. Despite the financial gains, please think about the noise and the heavy rail traffic. The 18 potential trains a day, they will not be quiet.

This is not a county versus city perspective. This is something that affects all of us. We hope others understand that as Whatcom County residents, if the port goes through, we will all be affected.

Thank you.

MR. STURTEVANT: 40, 41 and 42. 40 has the microphone.

THE SPEAKER: Hello. My name is Chelsea Thaw. I'm a student of Western Washington University. I'm a resident of Bellingham and an environmental activist.

And You know what? We're tired. We're tired of hearing this. Because we're looking for the jobs. What we demand, we demand jobs that are good for the environment, good

for our families, and good for the -- good for our community to live in. We want jobs that'll leave the planet in a way that's better for our children, for my children.

And so what I'm asking you now is what kind of community do we want here in Bellingham? We are a community of farmers and fishermen, we are students and indigenous people. This terminal is not being built here for the well-being of the people of this community. We need jobs that are going to stay here in our community for generations to come.

And so what I ask you here in the audience, to fight with those all in Oregon, in Washington, in Montana.

What I'm asking for you, is to not -- sorry -- is to not jeopardize the economic well-being and the hopes of our community, the impact on the agricultural and fisherman industries for our families here and to choose to not commit this and jeopardize all these things.

MR. STURTEVANT: 41, 42, and 43. 41, you're up.

THE SPEAKER: My name is Carletta Vanderbilt. I live in Bellingham.

Air pollution in China also affects our air here. The coal that Gateway Pacific wants to send there is too dirty to be allowed to be burned in the United States. The Chinese already suffer from poor air quality, and burning fossil fuels should not be facilitated by us. The air condition in China is so severe that even healthy people are forced to stay inside.

Prevailing winds send that air with its particulate matter to the U.S. We would be contributing to China's poor health and even to our own health for our citizens.

Air pollution, respiratory and cardiac problems, and increases cancer risks. Air pollution from burning coal in a country that is -- China cannot be mitigated by any company here.

I would request that we study -- that the EIS study air quality in China and causes and extent to which particulates travel through the atmosphere to our air.

MR. STURTEVANT: 42, 43 and 44. 42 is at the microphone.

Thank you.

THE SPEAKER: My name is Chris Mose tick. I'm here today representing residents of Seattle and King County.

We ask that this review board study the health effects associated with elevated diesel particulates. Seattle and the surrounding communities already have an elevated diesel particulate situation. This has already had measurable negative health effects on the residents of Seattle and King County.

It's overwhelmingly clear that if this project were to be completed, there would be a huge increase of coal-bearing trains that would pass through the most heavily populated area of Washington. This happens to be where I call home, Seattle.

There will be an increase of harmful emissions.

Please study particulate health effects on population centers along all rail corridors.

Thank you.

MS. HULL: 42, 43, 44, 45.

And just so everyone knows, Randy Perry is now with you from the Corps of Engineers.

THE SPEAKER: My name is Bonnie Barker. I live on Hillside Road in Deming, in Washington. I'm here and I'm concerned because I love this planet, our island home. I am here because of the following speaker, the speaker who will follow me, and the rest of my four children and I'm here for the children in the generations to come.

James Hansen, who was the director of NASA Goddard Institute for Space Studies in New York and a leading atmospheric scientist and an internationally-recognized authority on climate changes said, and I quote: Coal is the single greatest threat to civilization and all life on our planet. The climate is nearing tipping points. Changes are beginning to appear and there is a potential for explosive changes. Effects that will be irreversible if we do not rapidly slow fossil fuel emissions over the next few decades.

He goes onto say: Our planet is in peril. If we do not change course, we'll hand our children a situation that is out of their control. One ecological collapse will lead to

another in amplifying feedback.

Coal is the largest source of CO2 poisoning. I won't say polluting. Polluting has gotten to be a word that has no meaning, poisoning the world's oceans and streams with mercury, arsonic and other dangerous chemicals.

I would like for your impact statement to consider the atmosphere and it doesn't matter. It's unconscionable, it's an immoral situation --

MR. STURTEVANT: Your time is up. Thank you.

44 -- 44, 45 and 46.

THE SPEAKER: Hello and good afternoon. My name is Conor Lough, and I have been a resident of the Puget neighborhood in Bellingham for over five years. I graduated with my degree in environmental science from Western Washington University.

I am concerned for the adverse impacts on the human ecology of the region and for the adverse impacts on global human ecological wellness if the Gateway Pacific Terminal should be realized.

I request that the EIS be comprehensive and include the impact on human health, from conception and pregnancy through youth, growth, and old age. Not only in Bellingham and Whatcom County but all along the whole corridor, from mining to combustion in China.

The argument by the NSF goes that the Gateway Pacific

Terminal isn't realized at Cherry Point. It will be somewhere else, so why not be the ones to profit from it. Because, I say, because we citizens of Whatcom County need not, will not be the ones responsible for exporting our nation's future. We are the ones fighting to safe it. Bellingham has been recognized frequently and consistently as one of the best places in the whole of the U.S. to live, work, and play. As a proud and patriotic Bellinghamster, I ask that the EIS consider the impact on Bellingham's unique and exemplary character.

Thank you. Solidarity forever. The union makes us strong.

MR. STURTEVANT: 45, 46 and 47.

THE SPEAKER: I'm Dan Coombs. I'm a 20-year resident of Bellingham. I'm here today to represent the Fourth Corner Fly Fisher organization. This year marks our 50th year anniversary of activity in Bellingham.

Our group has been recognized by the community for its efforts toward education and conservation of local aquatic species and water resources. I realize that this is a scoping meeting, that we have the following concerns that relate to the proposed SSA terminal at Cherry Point. Presently at Cherry Point there's a 3,000 acre aquatic reserve that is critical to maintaining the health of the marine food chain there. The Cherry Point herring, surf smelt, and sand lance are fundamental units on which many higher marine animals such

as salmon, seals, Orcas, and sea birds rely upon.

Coal dust has been shown to be detrimental to these sensitive species, so this is our main concern. A study in 2001 by Canadians of coal dust emission at the West Shore coal terminal near Twawassen showed that 715 metric tons of coal dust are released there every year. In addition, there is a two-and-a-half-mile marine toxic dead zone that radiated out from that facility.

Therefore, we request that scoping be done to determine how SSA Marine can possibly control and eliminate this magnitude of fugitive coal dust during their train unloading, coal storage, transport on conveyer belts, and during the weakest link, when coal leaves the conveyer belt and drops through the open air into the hold of the transport ship.

MR. STURTEVANT: Thank you very much.

46, 47 and 48. 46 has the microphone.

THE SPEAKER: My name's Roger Stillman. I'm a resident of Bellingham, and I live at 1240 Raymond Street. And I'm a retired science teacher.

For the last eight years I've been involved in rapture rescue and rehabilitation and for the last four years in a long-term field ecology study.

Many people have spoken on the local negative impacts on the Gateway Pacific Terminal, so I will speak on the regional impact.

New Science Magazine just wrote an article called The Next Climate War. You can get that issue 13 October, so this month. Subtitle is: Weaning the U.S. off coal will count for little if massive exports to Asia go ahead, and I plan to read a little bit from the article.

Plans for mega exports of U.S. coal are poised to become the next flash point in the battle over climate change. The industry wants to massively increase shipments of coal to China and other energy-hungry Asian nations. Such a move would undo the environmental benefits of weaning the U.S. power plants off the carbon-rich fuel and lock developing countries into decades of dirty power.

According to New Scientist's calculations, based on emissions figures for the Powder River Basin, coal estimated by the National Energy Technology Laboratory in Pittsburgh, burning the exported coal plus its extraction and transport by rail and ship can cause annual greenhouse gas emissions equivalent to 194 million tons of carbon dioxide if just the first three ports are built. That rises to as much as 266 million --

MR. STURTEVANT: Thank you very much for your comment.
47, 48 and 49.

Again, I would ask that -- we're asking that everyone please remain quiet both before, during, and after the speakers. If you'd like to show support, you can raise your

hand quietly. Thank you.

THE SPEAKER: My name is Rob Lewis and I am here to ask you to study the cultural aspects of the project. I'm not referring specifically to the Lummi Indian Nation as I am not a Lummi and Lummis have spoken quite well for themselves, though I do honor and stand for everything they've said.

Rather I refer to this place as a whole. This land, Canada, the Salish Sea, and Cascadia. I would like to suggest that there is a culture here in its own right. Can't put a name on it. Can't say where it began or where it comes from, but it exists. And at the heart of this culture is the local nature, whether it's farming, working a craft, fishing, or studying or teaching about nature, there's a love of nature here that includes acute awareness of the climate crisis and a desire to do something about it.

These are core values. And this export terminal will make a mockery of these values. It will create a daily, spiritual dissidence that will do permanent and irreparable harm to this culture, for nothing will mean what it once meant. Why put solar panels on your roof when we're shipping 54 billion tons of coal to China? Why ride your bike to work when you're riding past coal trains? Why build an economy that's local and sustainable when we've become a coal depot and global supply chain?

You have to wonder how much of the hope and energy of

this place with remain if this project is built. There's indeed a culture here. It is unique, vibrant, and healthy. This proposed coal terminal will significantly impact this culture and therefore should be included within the scope of the EIS.

Thank you.

MR. STURTEVANT: I would just remind everyone that if you're not able for whatever reason to finish your comments, that there are comment forms that can be completed, and there's also an area for anyone who'd like to make a verbal comment individually that will be recorded outside the other open house area. Thank you.

48, 49 and 50, please.

THE SPEAKER: My name is Amy Mower. I live on Silver Lake Road, Maple Falls.

Impacts of the proposed project will clearly affect the Washington coastal rail corridor, but if a decision is made after the completion of the EIS to move the rail corridor inland along Highway 9, those same impacts will affect any interior rail corridor and must also be scoped now, even if not currently included in the pending application.

Please include the following studies in the EIS for both the coastal rail corridor and the Highway 9 rail corridor.

One, a health impact assessment as requested by the Whatcom Docs.

Two, a noise and vibration impact assessment, including not only train horns but also the noise and vibrations of the engines, the train cars, the wheels, both with full cars and empty cars.

Three, an economic impact assessment in form and substance as requested by Protect Whatcom on March 30, 2012.

Four, a marine species and habitat impact assessment for both the Cherry Point areas and all areas where coal transport ships will travel, assessing risks of spills, impact of noises and vibration, and other compliance issues under the Clean Water Act, section 404.

Five, a geological impact assessment for impacts caused by coal trains' weight and vibrations on hillsides, cut banks, wetlands, and gas pipelines near the rail tracks.

Six, a second geological impact assessment of the risks to train cars and cargo, regarding an earthquake occurring in the Boulder Creek fault zone. That fault zone is well within the damage range of the rail tracks and nearby gas pipelines.

Thank you for your consideration and for adding to the EIS these studies for both the coastal rail corridor and any potential interior rail corridor for this proposed project.

MR. STURTEVANT: 49, 50, and 51.

THE SPEAKER: Hello. Good afternoon. My name is Lynne Oulman, and I live here in Bellingham.

There are many, many impacts, as you've heard today, and it's very difficult to pick just one. But I am going to ask you to please study very carefully, very seriously, and all good science the impacts of heavy metals, particularly mercury, cadmium, selenium, lead. We know these are all not good for us and there is stuff written out there. It's not that hard to find. But we really need to know what it's going to do not only to my health, the health of all my neighbors and loved ones all up and down the track.

This stuff will go in the air, in the water. It's in the coal, whatever form you see it in, and we're going to pay for it. We, not only human beings, but all the living creatures on this earth.

Thank you very much.

MR. STURTEVANT: Okay. 50, 51, and 52.

THE SPEAKER: Hi. I'm Robert Johnston. I live at 816 - 14th Street, Bellingham. I'm a native of the Pacific Northwest. I've been around to see our fish runs decline, our species lost, and the environment decline over the last 60 years. This is a great tragedy.

I want you to study all the things others have mentioned and to do it in a programmatic, comprehensive EIS.

I've stood up today because I want to make sure you include in the EIS a careful study of the impacts of two components of Powder River Basin coal that are really lesser

known. I'm talking about the heavy metals cadmium and selenium. Both are lethal to living organisms even in very, very small amounts. For example, cadmium kills shellfish, dungeness crabs and Pacific oysters at only five to ten parts per billion.

To try to understand this amount, consider that five parts per billion is comparable to a couple of seconds in a century.

If it doesn't kill them, cadmium is still a problem with shellfish since they bioaccumulate concentrated as much as 40,000 times what's in their -- in the environment they live in.

Other creatures that eat shellfish like sea birds and also humans are especially vulnerable. In humans it causes renal failure, osteoporosis, it's also associated with breast cancer and with learning disabilities in children.

Selenium, like cadmium, works its evil in small, small quantities. Five to fifteen parts per billion can cause fatal deformities in 80 to 90 percent of the offspring of egg-laying aquatic species. We're talking about dungeness crab, Pacific oysters, and also herring. I fear that selenium from a coal port terminal at Cherry Point could extinguish that crucial and unique population of herring.

Together with cadmium, it can also harm dungeness crab, the Pacific oyster populations of Puget Sound, and other

species on up the food chain. Cadmium and selenium -- am I done?

MR. STURTEVANT: Yeah.

THE SPEAKER: Okay. Thank you very much.

MR. STURTEVANT: 51, 52 and 53.

THE SPEAKER: Hello. My name is Haifa Iverson. I am a high school biology teacher.

I would like you to study the impact of constructing and maintaining the Gateway Pacific Terminal and how it will effect Puget Sound food webs.

I would like you to measure the impact of biological magnification.

I would like you to study and measure the impact of increased carbon dioxide, sulphur, nitrous oxide, mercury, and cadmium to Puget Sound and Pacific Ocean food webs.

I would like you to measure the impact of biological magnification on herring, all salmon species, Orcas, and humans.

Biological magnification adversely affects our food webs, and it adversely affects us. This is significant because it impacts my family, and it impacts my students, and it impacts you.

I ask that you take a no-action alternative. Do not approve the Gateway Pacific Terminal.

Thank you.

MR. STURTEVANT: 52, 53.

THE SPEAKER: Hello. My name is Dave Iversen, and I'm an archeologist, and so I'm concerned about the potential impacts of this project on cultural resources. And I would ask that you would have this EIS include impacts to all cultural resources, including archeological sites, as well as historic properties and not just at Cherry Point but along the entire route.

Thank you.

MR. STURTEVANT: 53, 54, and 55.

THE SPEAKER: Hi. Good afternoon. My name's Ken Bronstein. My wife and I have lived in Bellingham for over 20 years.

And while I'm a member of the board of directors for Resources for Sustainable Communities, I come here wearing a different hat; and that is as the board member of a small arts organization called The Amadeus Project. The Amadeus Project is downtown on Cornwall Avenue. It is a music school that has sent students to some of the finest conservatories in the country, it has a beautiful art gallery, and it also is arguably the finest small performing art space in the whole county.

Our executive director came to me recently and wanted my advice on whether or not to sign the new lease on our space because he was concerned that while it is tolerable with the

amount of train traffic to operate Amadeus Project as it is, he knew that greatly increasing that noise from the trains would make it impossible to continue operating the school and performing arts space. And he wanted to know whether we should just close the doors at that time.

So that was an aha moment for me, and I understand that arts are a tremendous economic driver for this area, and I hope that when you do the EIS, you talk to business owners in the affected areas and take a look at the economic impact of the increased train traffic.

Thank you very much.

MR. STURTEVANT: 54, 55 and 56.

THE SPEAKER: My name's Thom Prichard. It's been real nice listening to everybody and very educated people. I'm just a south side resident. That this will impact my quality of life.

We need many things to look at this. I think shipping dirty coal to China to burn in unsophisticated power plants that would send the air pollution right on back to us is insane. That needs to be looked at as part of the process here.

Let's see. There's -- there'll be a loss of quality of life for all of us in Whatcom County. I'm a frequent user of the south side water access parks. I've seen the loss of access to Marine Park, the boat launch area, Boulevard Park.

Those areas, the cost of making them safe to be accessible to all of us, that waterfront belongs to all of us, all the residents. We cannot be separated from it.

The noise, the rumble of those trains as they move through town, I feel my house violently rumble when those trains go by. At three o'clock in the morning I'm waken up most every morning by some guy hanging on a horn as he comes through town.

This is another case of big business getting all the benefits at the cost of us citizens. Although my concerns really do address local concerns, this terminal will have a much wider impact, and the scoping process should include all seven terminals being proposed on the west coast. It should include all the distance back to Wyoming where this coal is coming from.

Thank you.

MR. STURTEVANT: 55, 56 and 57.

THE SPEAKER: Dr. Harvey Schwartz, Bellingham.

Ten to twelve thousand years ago the retreat of the ice age carved out Puget Sound. It filled with water, herring, salmon, and Orca whales. The Lummi people settled on the shores and created a life in balance with the sea for thousands of years. We methodically stole their land and way of life. Our rule of law constitution is only 200 plus years old, with Lewis and Clark coming after that. Historical

perspective can be lost in bluster. The proposed coal terminal at Cherry Point would disrupt ancestral burial grounds of the Lummi people. That alone should end this project.

Huge tankers would disrupt herring spawning grounds, further decimated Chinook salmon which feed on them and so important to the Orca whale.

A tanker accident here or further north would be devastating. There have been 17 coal derailments in the U.S. and Western Canada this year, including over 300 cars and 2 deaths. Global warming contributes to steel tracks buckling.

The rosy picture of this project being projected by Goldman Sachs, Warren Buffet, Peabody Coal, and SS Marine doesn't match reality. Accidents happen.

I urge the Army Corps of Engineers to take a global perspective. Study how this project would affect global warming. Consider the blow back effect of burning coal in Asia dropping into the Pacific, raising its acidity and adding to the effects of coal trains here.

Be sensitive to the Lummi Tribe and their ancestral burial grounds. Study the effect to herring spawning grounds, salmon stocks, and the Orca whale --

MR. STURTEVANT: Thank you for your comment.

56, 57, and 58.

THE SPEAKER: I'm Daimon Sweeney. I live in Fairhaven. I support many of the ideas that have been

presented here.

And particularly I'm concerned about the consequences of endangered species that could be introduced as a direct result of this project. With each ship that goes to China, that ship will take on hundreds or thousands of tons of ballast water in China and then discharge that water at Cherry Point or at any of the other terminals that may be created. This will happen more than 900 times a year, as I understand it.

As an example of what can happen, look at the Great Lakes. The Great Lakes have been subjected to an estimated 160 invasive species, with a new species introduced at an estimated rate of one every 8 months. Ship ballast water is considered a likely vector for these invasive species.

These species include a variety of water fleas and species such as the sea lamprey that prey on native species. What if new pathogens or parasites attack the salmon, Orcas, or herring?

In the Great Lakes the invasive mussels reduced the food available for other species and reduced spawning grounds. Zebra mussels clog pipes and other underwater structures.

In 2007 the U.S. Fish and Wildlife Service estimated the economic cost of this one species at \$5 billion over 10 years.

I ask the EIS analyze the effects of potential invasive species and contaminated water carried in the ballast

water of these ships, and deny the permit because the potentials are incalculable and disastrous if they were to take place; and that if permitted, the corporations involved should be economically responsible for all damages for as long as that damage continues.

MR. STURTEVANT: 57, 58, and 59.

THE SPEAKER: I'm Monica Aebly. I live in Fairhaven, six blocks from the railroad tracks.

I'm very concerned about the health issues, human and environmental health. I would like you to research how cancer, heart disease, asthma, and other health risks will be affected by air and water pollutant associated with the coal transportation and exportation.

I'm concerned for all people along the train route and those in Asia who will be burning the coal. Toxic air pollution will cross the Pacific Ocean from Asia to the west coast of the United States.

What would be the local health impacts of Powder River Basin coal combustion here and in Asia?

I'm asking you to research cumulative effects of this project on all this, from the states the trains will be going through, to the people in Asia who would be burning this coal and breathing the polluted air, to the west coast where we would be receiving the air pollution, and finally to the overall effect it will have on global warming, which affects

all of us upon this planet.

Ours is a planet that needs our loving care right now. It doesn't need more pollution. I ask you to say no to the Cherry Point terminal and say yes to a healthy vibrant planet and people and environment and future, not just for us but for 7 and 700 and 7,000 generations to come.

MR. STURTEVANT: Thank you for your time.

58, 59, and 60.

THE SPEAKER: Hello. My name is Fred Schuhmacher. I live at 5583 Whitehorn Way, Blaine. Actually, our house is located east of the Cherry Point refinery. The coal trains will come south, make a big loop, and come north into the terminal. It will cross Grandview Road twice.

So we'll have the possibility of meeting it at one crossing and then meeting it again at the next crossing. I don't know what will happen if we need an ambulance or a fire truck.

How proud can we be to build this environmental disaster, to export coal to a communist country which oppresses its people? Why don't we export coal to North Korea at the same time?

My concern is we have big, humongous oil tankers and coal tankers operating in the bay. One has a pilot; one doesn't. What's the effect of that? One can harm the other. I want you to concern that effect of that possibility.

MS. HULL: 59, 60, and 61.

THE SPEAKER: Good afternoon. My name is Alex Ramel. I live at 2308 Woburn Street in Bellingham. Thanks for the opportunity to comment today.

The impacts of greenhouse gas pollution are well documented. Increasingly volatile and erratic weather, droughts, melting ice caps, sea level rise, desertification, and acid oceans. Here locally we can expect that weather changes will dramatically effect farmers who are adapted to current climate conditions, salmon fisheries that count on cool streams, and shellfish that don't do well in acid sea water. This project will make those impacts worse.

It's important, therefore, that the scoping include the impacts of greenhouse gas emissions on the project site, as well as upstream emissions and those -- and downstream pollution.

The entire reason for being for this project is to facilitate the burning of coal in Asia. The project exists to catalyze that transaction, and so the impacts of the whole transaction belong in the EIS.

Burning 48 million tons of coal per year will result in about 137 million metric tons of CO2. By way of comparison, that's more than 30% more than all of the emissions from all the activities in the entire State of Washington in 2008. This is important because Washington State has established, by law,

greenhouse gas reduction targets and those should be the basis for the analysis of the mitigation standards in the EIA.

Thanks.

MS. HULL: Okay. 60, 61, and 62. Is 60 here? Okay. Move 60 to the end. 61?

THE SPEAKER: Thank you for taking on this monumental task of being on the committee and making this process respectful. My name is Susan Ediger Blum. I live at 2601 Valencia Street, Bellingham.

I moved here in 1999 looking for work as a teacher and found the county so full of educators, it took me two years to get my first teaching position. Why? Because people love living here and don't leave. They love living here for so many reasons, but the one I hear most frequently is people love the water, mountains, hiking, biking and such.

These same aspects also bring tourists. Please consider the tourist industry as an alternative job creator for our area. I'm requesting the committee to include a study on the negative impacts on tourism for Whatcom County and waterfront business areas.

I'm concerned about the access the emergency vehicles will have to the Bellwether Hotel area when train frequency goes up. Who wants to pay to stay at a hotel that has trains going by every hour of the night, even if it is a gorgeous place to stay?

I'm concerned that the Fairhaven area and the impact on the Village Green. How we encourage tourists, people to come and stay?

I am concerned about the negative fiscal outcome from all those businesses. Like my friend Ken said about a business even considering a lease option for something that's not going to even happen supposedly until 2020. Please study the impacts of the Ski to Sea race and celebration, something that promotes healthy -- X many wonderful things and how that would be negatively affected for our Whatcom County.

Is it time?

MR. STURTEVANT: Thank you. Yes.

62, 63, and 64. 62.

THE SPEAKER: Thank you all for hanging in there and thank you for listening so carefully to all of us.

My name is Darla Buchmeier, and I live in Birch Bay. I haven't heard any other people say they live in Birch Bay. I'm a registered nurse and a grandmother of three children under the age of five who live in -- within the five-mile fall-out zone of the huge coal dust storage facility that's suggested. I'm really very concerned about the effect breathing this polluted air and the environment around my grandchildren's play area. There is no level of degradation of air quality tolerable to these young children.

Please study exactly how this is going to affect the

growth and development of these young people who live in the fall-out zone of the Cherry Point refinery. Please assure me that it will not negatively impact their development.

Thank you.

MR. STURDEVANT: 63, 64, and 65.

THE SPEAKER: My name is Bob Burr, and I live at 1130 - 40th Street in Bellingham.

One of the few things I'm proud of in my life is I'm a member of the Bellingham 12, 1 of 12 people, 2 of whom have spoken earlier, that laid down on the railroad tracks to stop a coal train and are now facing trial over it. I did that, and I'm here today because I care.

I care about the planet. I care about my grandchildren. We are in a climate crisis. Not climate change; it's climate crisis. We're either at or over the tipping point. We don't need any coal terminals. We're at the point of no return.

We are in the Squalicum High School auditorium, a House of Thunder, and the Atlantic Ocean is facing the perfect storm, the mighty storm.

I'm concerned about taxes. I'm concerned about what it will raise my property taxes and those of others in in Bellingham to pay for something that they did not want in the first place.

Most of all, I think you need to have a very, very

comprehensive scope from Montana all the way to the terminal, to the waters, to the narrow passageway that they'll go through through Alaska, which is bound to lead to spills.

And two last things: One, I think you need to look at the impact of possible eco-terrorism on spills. And lastly, I think you need to look at your consultant who is affiliated with the industry.

MR. STURTEVANT: Thank you very much.

THE SPEAKER: Hi. My community out there, how you guys doing? Good to see you all here in support of -- I got a shirt here today. Show this off. It's: No terminals here. Build jobs in China.

Okay. My name's David Nellis, by the way. And I'm very concerned about this.

Key things that I discovered in my studies in the environmental type aspect of things, key point of that was prevention. Prevention. Preventing things from happening. Or else we get -- out there that our tax dollars are going to pay to clean up. Is that where this proposal is headed? Our air tainted. That's just not fair to the citizens to have this -- you know, this project in here for a few jobs will actually be sent to China, and China's going to be the huge beneficiary of all this.

Environmental mitigation, okay, and I've seen this, and I've seen that mitigation is not followed.

My concern is for my children. Our species here --
Is that my time?

MR. STURTEVANT: Thank you for the comment.

65, 66, and 67.

THE SPEAKER: Hello. My name is Kelly Grayum. I'm a
20-year resident of Bellingham, Washington. My father is
Michael Grayum, the executive director of Northwest Indian
Fisheries Commission. He's worked his whole life for northwest
tribes to encourage and -- he raised me on salmon and shellfish
and crab. It's our connection to the natural environmental.

I have a six-month-old daughter, and I would like to
give her that same legacy. With that in mind, I please ask the
scoping study take into account cumulative long-term impacts of
every aspects of this project, from mining, transportation,
building of the terminal, storing the coal, shipping of the
coal, and burning of the coal in China. All of which will have
huge negative and unmitigatable -- that's a word -- results on
our marine life that we depend on, not only for our food but
for our culture who we are as a people.

Particularly I'd like the study to include mercury and
other heavy metal particulate that are in our oceans. What
will the increased rate of cancer be based on the burning of
this coal?

As we know, it'll accumulate in the mother's breast
milk. How much cancer can my daughter expect to give to her

daughter based on the project? At that point we can all decide how much cancer is worth the good jobs now, how much cancer will be worth the good jobs later. Thank you.

MR. STURTEVANT: 66, 67, and 68.

THE SPEAKER: Hi. Can you hear me? My name is Bill Hinely. I live at 2676 Donovan Avenue, Bellingham, Washington.

And I'm going to read you a statement. Listen very carefully because what you're getting here today is the future of life on planet earth as we have known it. That is what we're talking about.

In 1992, 1,575 world scientists signed something they called World Scientists' Warning to Humanity, in which they said: Human beings and the natural world are on a collision course. Human activities inflict harsh and often irreversible damage on the environment and on critical resources. If not checked, many of our current practices put at serious risk the future we wish for human society and the plant and animal kingdoms, and may so alter this living world that it will be unable to sustain life in the manner that we have known it. Fundamental changes are urgent if we are to avoid the collision our planet will -- our present course will bring us.

Climate change is happening and that -- and there's a huge body of scientific evidence to support the theory that it is due mostly to human activity.

So I would just say to you that what we need now is

not just a scoping. We need as human beings to sit down and ask ourselves how in God's name did we let ourselves get in this position.

Einstein gave us -- he said we are all interconnected and independent as we, you and I, have omitted to -- the taking over of our native institutions to money, power, and things to the extent that we are not --

MR. STURTEVANT: Thank you.

THE SPEAKER -- in control. So we must get together to figure out how we can control --

MR. STURTEVANT: Thank you.

THE SPEAKER: Thank you.

THE SPEAKER: My name is Jessie Dye with Earth Ministry/Washington Interfaith Power & Light. Thank you to the committee for sitting through this. You have been remarkably patient and generous with your intention.

I'm a Catholic, but I speak on behalf of people of many Christian denominations and, in fact, many faith traditions to say that we believe that God created the world and our scriptures tell us that we were given the world to steward and to care for and to protect.

Also, our faith traditions are very strong to speak about justice for the poorest. And the poorest on earth are those who depend on a reliable climate to eat tomorrow. Who depend on reliable rain to have clean water or in fact any

water to drink.

My request of you is for a comprehensive environmental impact statement, an area wide impact statement that considers all of the effects of this project from the coal mines of Montana to the train lines of Spokane up the Columbia River to the coal bus in Bellingham, shipping in the straits, and the effect of burning this coal on earth's atmosphere, on the salinization of Washington waters, and on mercury in our glaciers.

I also ask you that this environmental impact statement consider the effects of all of the coal terminals. There are five proposed. This is but one. And if all five are established and built, it will be catastrophic. Catastrophic for the climate but especially catastrophic for the poor.

So please as you're considering the scope of this hearing, include this entire project and, in fact, all five.

Thank you very much.

MR. STURTEVANT: 68, 69, and 70. Please come up.

THE SPEAKER: Hello. My name is Paul Schroeder. I'm an anthropologist. I live in Blaine and have been in the community for 30 years.

First of all, I'd like to make note of last year Sunset Magazine declared Bellingham one of the top five places to live in the west. It referred to it in the article as a "seaside haven." Of course, that did not have anything to do

with coal trains coming through the area.

I'm a scientist, and I look at the evidence that this terminal will propose. One of the articles in the paper, one of the editorials, I should say, in the paper by a person who was against people who were against the terminal said that those of us that were against it were looking at gross exaggerations, hyper emotionalism, and that we were a people of mass hysteria.

We look today at the global issues, and this is an issue that goes beyond Bellingham. Global warming is a national -- or international fact. People, scientists throughout the world have supported that. Ice core samples have shown that CO2 ratings are the highest they've been in 800,000 years.

But let me address some of the economic issues of this, that global warming causes major weather events. And these major weather events, last year in 2011, for the first time, ten separate weather events cost more than a billion dollars each.

The acidity of the oceans caused from this is causing a drop in fishing which affects 100 million people throughout the world who depend on that. As a matter of fact, 20 to 25 percent of the animal protein of all --

MR. STURTEVANT: Thank you very much for your comment.

I would remind if you would like to finish your

comment or make a comment on our own, there are comment forms on the tables in the other room and also an individual comment area at the other open house.

THE SPEAKER: Hi. My name is Ingela Abbott, and I live at 1396 Chuckanut Drive. And I come from Sweden, and I have traveled all around the world; and when I came to Whatcom County, I said, "This is the place to live."

And it's one of the most beautiful places I've ever been in my life. And also a lot of people come here because it's the place to retire and one of the greenest places in the country. And I think we're going to lose those awards if we let the trains come in here full force. So when I came here 30 years ago, there was only one park. Now, we have six parks in town that we are able to go out and enjoy fresh air and sanity and peace that we can't even value in dollars that we need in this busy life. We have -- and people have fought really hard I know to get this public access land trust included to give us this incredible luxury to be able to use this free source of sanity.

And when -- and people are coming here. I think an average of probably a thousand people a year now every day cross the railroad to go out and get sanity in Larrabee State Park for camping, Boulevard Park for concerts and everything. And also people come to enjoy Ski to Sea. In one day I think there's 6,000 people that cross the railroad.

So if we have all these trains, that's going to block this beautiful freedom to go to fresh air and sanity.

So I want you to study the jobs we lose from tourism versus if we take the money from building overpasses and underpasses and lakeshore railroads. If we put that to fix up the Pacific, the jobs that we are going to create, long-term jobs, and tourism is one of the best money makers long term that we can create.

And for us so we can have a green beautiful place and keep inviting more tourists coming in and have a healthy beautiful place and stop global warming from coming into this place --

MS. HULL: Thank you.

Next speaker, please.

THE SPEAKER: My name's Monty, and I live in Chuckanut. I was born here in 1955. I'm a salmon fisherman at this point. In 1975 I worked for the railroad as a freight car man. I would like the scoping thing to include brake tests. The railroad has got the high iron now just uphill from my house. They replaced over 50 percent of the tires in April. I've been smelling creosote ever since. Was that a unique area? No. They've upgraded it for this massive freight already. It should have been included.

My concerns at this point are loss of fishing area. There is a Homeland Security Encroachment Patriot Act, where if

you get within 1500 feet of a capitol facility like the capitol or this proposed new pier, if the operator of that facility doesn't like it, he can call the Coast Guard, and a little guy like me can get \$250,000 fine for being within 1500 feet of him.

It's like all those tankers down there in Bellingham Bay that showed up 12 years ago. What the hell? Well, there's a heck of a lot of good people in here that have spent their time coming in here not being paid.

There should be an EIS just for the traffic coming in here. These are people taking their Saturday to come in here to talk to this.

I'm particularly offended that CH2M Hill has the same global slogan on their website seeking to employ global marketing directors that's the same as down there at the union hall.

Let's get to work.

MS. HULL: Speakers 71, 72, and 73, come forward.

THE SPEAKER: My name's George Kaas. I teach biology and agriculture at Blaine High School.

I make an impact every day on my students. My challenge to you and your impact is that you deal with the destruction and full mitigation of near shore ecosystem system of this terminal area. This sensitive, fragile environment is a nursery for migrating salmon and habitat for hundreds of

other plant and animal species.

My concerns and questions center on that you identify the specific short- and long-term effects of this terminal, the full mitigation plans for restoration, an enhancement and recovery of these resources as well as the erosion, sedimentation, prevention and management for soil losses and coal residues that will build up in this area. Thank you.

MS. HULL: Thank you.

Can I have speaker 72, please.

THE SPEAKER: Thank you for all being here today. My name is Richard Calef, and I moved here two years ago from Vancouver, Washington. I have COPD, and when I moved up here, my lungs cleared up. And I would like it to remain that way.

For 11 years I lived on my sailboat, and my wife and I went from Vancouver to cruise into the areas here. Everywhere when I was down there where coal trains go by, my lungs got bad. Every year when I came up here, they got better in the summer. So we finally moved up to Semiahmoo and lived on our boat there for a year. My lungs improved in this area here.

So my concerns are if they build this coal terminals here, that they come up with a way to keep the air as clean as it is now. If that requires containing it in a building, then I believe that should be done.

I think they should be able to keep the coal dust and

the coal out of the water and they need to come up with conveyer systems and stuff to make that happen. If that cannot be done, then I don't think they should get their permits.

I also have great concerns about the bottom paint on these boats. We in our recreational boats are going to have to go to a non copper bottom paint. That is not what these ships have. They have a very polluting bottom paint. Until 2008 their paint was really bad. That should be looked into.

I also want to know on our health insurance, how much is that going to increase because we are exposed to this? That should be studied.

Basically that's it. Other than if they're going to build this terminal, I think they should post a bond equal to what BP is being fined for the pollution for the oil spill.

MS. HULL: Thank you.

Next speaker, please.

THE SPEAKER: Hi. My name is Wendy Bartlett. I moved up here over eight years ago from Skagit County. I was very fortunate most of my life, 48 years, to live either on or near water. And in addition to the already stated reasons to strongly oppose this project of exporting coal, I -- including damaging what we are so fortunate to have in one of the most desirable places in the whole world to live, I want to share a personal experience.

Forty years ago after moving north from Seattle to a

pristine bay, Skagit Bay, overlooking Deception Pass State Park, northeastern tip of Whidbey Island, Kiket Island, which the Swinomish tribes have now named Kukutali, which is part of Deception Pass State Park. At one point it was thought it would be a good place to build a nuclear reactor. And as well as onto the back of a hill.

Once the people in Skagit County/Island County found out, there was a strong protest. Thank heavens that hasn't happened.

In comparison on March 4, 2011, as you all know, detrimental environmental disaster, and we are still experiencing the fall-out coming back across the Pacific Ocean. This is detrimental.

We are so fortunate to have what we have and be who we are. Please, let's not lose it.

Thank you very much for your time.

MS. HULL: May I have speakers 74, 75 and 76.

THE SPEAKER: First off, thank you for holding this session and thanks to everybody showing your support and to the panel for hearing everybody's comments.

My name is Kirstin Curtis. I'm a family nurse practitioner, and I'm part of the 200 plus Whatcom Docs group opposing the coal terminal at Cherry Point due to health concerns.

I have huge concerns about the health impact this

major environmental change is going to bring to our pristine Whatcom County. As a nurse practitioner caring for the health of us, preventive medicine and prevention of disease is my primary focus. I take the time to counsel my patients on prevention of heart disease, weight reduction, proper treatment of asthma and COPD, including avoiding irritants, optimal nutrition to avoid illness and cancer, the list is endless.

So as I focus on avoiding the junk in our nutrition and environment, my profession is facing a tsunami of potential illness with the proposed coal trains and terminal. We have countless research on the negative health effects and impacts of environmental pollutants, whether it is extreme in the case of Japan and nuclear power plants and radiation exposure or contingent upon LA's worsening lung function and allergies for our children and grandchildren.

Coal is no different. One of the beauties of Whatcom County is the low pollution and smog in our air.

More specifically, my biggest concern with the passing coal trains throughout the day and having a coal terminal is the increase in very dangerous small particulate matter. These are the small particles that our lungs don't feel and can't get rid of once we inhale them. Then your risk increases when these toxins and contaminants enter your body. The dust drifting off the trains would exponentially increase our exposure. Coal has only negative health impacts.

One benefit of the proposed terminal is jobs, but jobs in an unhealthy environment. Is that really worth the price? And at what price to the other countries? Should China be supported to use such an unhealthy form of fuel and put their people at risk? Do they want coal? Have you been through Hong Kong, Bangkok, or New Delhi where they wear masks because of the huge emissions from the use of coal?

I ask that you take health into consideration.

MS. HULL: Next speaker, please.

THE SPEAKER: My name is Max Wilbert. I live in Seattle. I first want to acknowledge that we're on Lummi land right now.

Earlier this month the global insurance company Munich Re released a report stating that the number of large weather-related disasters in North America has increased by a factor of 6 in the last 30 years. It has a greater rate of increase than any other place on earth. I've been to the Arctic. I've stood on melting permafrosts. I've seen melting sea ice. I've seen slopes eroding away at an unnatural rate and forests falling over because of global warming. I know that we've lost 50 percent of the glaciers in the Cascades here because of global warming. Fifty percent; that's half. The salmon need that water. We need that water.

Healthy climate is a part of natural law. Natural law tells us to protect the basis of life. And because of this

need to protect life, we must prepared to escalate.

Nearly a year ago, 12 people were arrested in Bellingham for laying down on the train tracks and blocking a coal train. And they said they'd let the Amtrak go through because they didn't want to inconvenience people. But they didn't want the coal to go through. We need to prepare for that. We need more of that.

I want to end with a short story. East of Portland on the north side of the Columbia, there's a small tributary called the Washougal River. There was a damn built on this river in 1919, and the night it was completed the damn was blown up. That damn has never been rebuilt, and the river is still free-flowing until this day.

Thank you.

MS. HULL: Thank you.

Next speaker, please. 77, 78, and 79 come forward.

THE SPEAKER: My name is Terry Garrett. I have lived in Whatcom County for 30 years. I moved around a lot. I've lived in 17 different locations. I've -- I'm 60 years old. I've been a professional scuba diver for most of my life, since I was 18, and I'm very familiar with the waters in this area.

One of the things that's required as a scuba diver is to check your driving cylinders every five years with a hydrostatic test. There's a pipeline very similar to the one that blew up June 10, 1999, right here in Bellingham that runs

parallel with the tracks that goes out to Cherry Point. There is a variety of pressures that's put on that pipeline, and the pipe itself, just like any metal, is adversely affected with pressures on and off it that are not ambient.

I would like you to check on that. As right -- as it stands right now, there are no hydrostatic tests required on the pipelines. Some of those pipelines have been out there over -- since 1960's. At most, the industry feels there is some problem maybe coming up. They have to send a smart pig through to check it out every five years. I would request that as part of the scoping, you do check those pipelines.

As part of being a scuba driver, I've also received a license to operate a 700-ton vessel, passenger-carrying, and I know what happens out at sea. I've lived at sea for over five years. I've seen those Cape-size vessels and I know whether they'd like to or not, there are accidents that happen. Please check on all the adverse things that may happen on the Cape-size vessels that run through the Salish Sea.

Thank you.

MS. HULL: Thank you.

Next speaker, please. We're on number 77.

THE SPEAKER: David Wolf. 3681 West Hills Place here in Bellingham. Retired.

I can assure you that the men and women of the Bellingham Fire Department regard the Burlington Northern track

alignment through the center of the city as a serious potential impediment to their desires to respond efficiently and quickly when needed.

Imagine, if you will, the Bellingham Coast Guard station goes out in the San Juans and they rescue a fishing boat crew and they bring them back to the Coast Guard facility expecting to be met by a Medic-1 ambulance and EMTs. But that ambulance is waiting at the crossing for a mile-long slow-moving coal train to go past. Once the ambulance breaks free of the coal train, gets to the Coast Guard's station, and loads the victims and is heading back to the hospital, they are delayed again by a slow-moving southbound empty mile-long coal train.

Same scenario for a heart attack victim at the ferry -- Alaska ferry terminal building or an injured person at Boulevard Park or anyone else on the west side of the tracks who needs help when all of the city's police, fire, and Medic-1 response resources are on the west side of the tracks.

So here's what the EIS has to address: What is the likely number of calls for emergency response service to come from the segregated west side area of the city? Number 2, how many of those calls are likely to experience delays caused by the coal trains?

Number 3, how long of a duration are those delays likely to be? Because in the business of the fire department,

seconds and minutes can mean the difference between life and death.

And finally, what are the costs of those delays, the costs in extraneous medical conditions brought on by the delay, the cost of increased fire insurance premiums on the eastern side of the tracks? And you have to identify everywhere along the entire route, from the source to the terminals --

MS. HULL: Thank you.

THE SPEAKER: -- where that circumstance exists so you can apply the same tests.

MS. HULL: Thank you.

THE SPEAKER: Thank you.

MS. HULL: Next speaker, please.

Might take -- we have had -- I just want to make sure you know we have Randel Perry from the Corps. We have Jeff Hedgeness from the County and Alice Kelly from the Department of Ecology up here listening to you.

THE SPEAKER: Hello. My name is Holly Harris, and I live in Bellingham.

And first I want to thank you for giving us this forum today. I'm number 78 as a speaker, and I hope you've noticed that there's been a long line of people. I haven't yet heard one person come out as a strong proponent of supporting this project.

The beauty of our community is that we are one based

on discourse and discussion, and we value the opinions of everyone who lives here. I don't have to reiterate all the topics that are so weighty and so important that you're covering, but what I'd like to request that you do as individuals on this panel is to feel the sense of responsibilities that you carry with this. To me, this is more an ethical decision. You are making a huge decision on behalf of all others. And just your participation in the panel carries with it a huge weight. So taking into account the medical issues, the health issues, the quality of life issues, Bellingham is uniquely positioned to be an educational tourism spot, in my opinion. There are so many -- we end up on so many lists of the top ten places of the country for clean air, clean water, quality of life. It's critical that this be preserved. This will not happen if -- I respectfully request that you deny this permit.

Thank you.

MS. HULL: Thank you.

Next speaker, please. Can I have 80, 81, and 82 come down to the front.

THE SPEAKER: My name is Colleen Schwartz. I live in Bellingham. I raised my family here.

I grew up in Spokane. My grandfather immigrated from Ireland to work on the railroads. Today I am here to speak out the against the proposed Gateway Terminal and the associated

transport of the coal through Montana, Idaho, and Washington State.

My comment will be brief. My question is: Who will benefit from this degradation of our community? It will not be the people living in the small towns along the way. It will not be the people of Bellingham and Whatcom County who love their homes so dearly.

My grandfather had high hopes for a good job to feed his family. Instead he found a railway conglomerate trying for high profits at the expense of the working people. When the workers went on strike, my grandfather would not cross the line. Wrong was wrong.

We must speak out against this project. We must remember the importance of our health and the health of our children and our grandchildren.

We must make right choices even when dirty money is dangled before us. I request that the pathway of the money is published as freely as the dangerous pathway of the coal in our EIS.

The well-being of our community is our most valid aspect.

Thank you.

MS. HULL: Thank you.

Next speaker, number 80.

THE SPEAKER: 80?

MS. HULL: Yeah.

THE SPEAKER: Hi. My name is Sue Joerger, and I live in Seattle, Washington. I am so excited that I decided to come up today rather than wait until a couple weeks.

I live on my sailboat about a block or so from the tracks. I walk along the railroad, the bike trail that goes along the tracks, and I find coal on my bike trail. And I also find it on the beach in Seattle. And I'd like to know what the environmental impact on coal being deposited in Puget Sound, on our beaches as a result of this project.

I'd also like to know what the storm water impact of rainwater falling on a giant pile of coal at the terminal, what the environmental impact will be from that. Particularly looking at the dissolved oxygen, increasing dissolved oxygen. I know that is an impact on the Point Roberts Terminal.

Third, I also have a 50-ton captain's license and I've sailed in these waters for over 30 years, and accidents do happen as you've been hearing, and I think you do need to consider that.

And finally, I am unemployed, hi guys, but I want a green job. I don't want a dirty coal job.

Thank you.

MS. HULL: Thank you.

May we have speaker 81, please.

THE SPEAKER: Hi. My name is Bernice Held, and I've

lived here all my life. And this is a twist of turn here now, and I'm glad because I don't want to be embarrassed.

I signed up for this because I wanted a job for my children and my friends because I have a lot of people that are unemployed. And so therefore I signed up for it. Now I come here to apologize to everybody because I love -- I love my place. And I don't want it destroyed. And I think that we can rise up and find jobs for our friends and our family if we put our minds to it and we don't give way to any corruption that continues out.

So, therefore, thank you for letting me apologize that I -- I signed up for this. And I'm sorry I did. Because I stand firm and, see, I don't get the newspaper or TV and I don't listen to the radio, so I'm in the dark. I'm a recluse. And when I heard this was going down -- Thank you.

MS. HULL: Oh, you have time.

THE SPEAKER: Oh. When I heard this was going down, I wanted to come to hear the truth. And I did. Thank you very much.

MS. HULL: Thank you for your comments.

Can we have the next speaker, please.

THE SPEAKER: Wow, I don't know if I can follow that. My name is Judith Akins, and I live in Bellingham, I enjoy eating fish. And then I began to think about fish and what's

going to happen to our fish, and then I was thinking about jobs. And I would like you to study the impact on the fishing jobs in the area, in the Salish Sea area. And then also to study the jobs that are related. I go and buy my fish down in Slater Road, and what's going to happen to those people who are processing the fish? I want clean jobs, but there's going to be a lot of people that are losing jobs because of the contamination that this will cause.

Thank you.

MS. HULL: Thank you.

Can we have speaker number 83.

THE SPEAKER: Hello everyone. My name's Heather Chapin. I live in Bellingham. I care about the ability of all humanity to continue to live on this one earth that we have been given.

So addressing the panel, I would like the EIS to scope the impact of coal mining on ground water and surface water pollution, CO2 emissions released from tree-cutting to mine, and the particulate emissions as it relates to mining itself.

I would also like the EIS to scope the cumulative impact of rail transport from the Powder River Basin to the west coast as it relates to coal dust pollution, economic impacts of increased train traffic through local towns along the way, levels of automobile pollution that will increase due to idling at railroad closings, the impacts to the biophony,

which is soundscape disturbance; in other words, this spiritual disturbance such as bees, birds, and also human response to increased noise pollution.

I would also like the EIS to scope the impact of the actual terminal to the Lummi Nation peoples as it relates to the cultural significance of the site, being sacred grounds to them and their ancestors.

The EIS should also scope the impacts of shipping the coal to China on the marine ecosystems and the impact of burning the coal on our one global climate.

This alone is reason enough that the necessary studies factor in the air as it relates to all the atmospheric particulate emissions.

Finally, EIS should examine the impact of allowing this terminal and the precedent that would set. How would it affect the other proposed terminals? Will that make it more likely than the combined effects of all Pacific Northwest proposed terminals should be scoped and weighted together to determine the lumped environmental impacts over time. They are all related. It is the same behavior. As one. This is the most important thing I believe.

Thank you.

MS. HULL: Thank you.

84, 85, and 86, please.

THE SPEAKER: Two minutes. So few words. My name is

Jill MacIntyre Witt. I live in Bellingham and am raising two daughters.

I'm also a life-long residence of planet earth, one of now seven billion bearing witness to the changes on our earth and our climate due to the burning of fossil fuels.

North America's largest proposed export terminal is clearly a bad idea. Shipping 48 million metric tons of coal to Asia to burn equals unprecedented costs next to paling benefits. One pound of coal burned results in 2.8 pounds released into the atmosphere. That's CO₂.

48 million metric tons burned annually for this project equals 296.8 billion pounds of CO₂ released into the atmosphere. As CO₂ in the atmosphere increases, so does the temperature. Every national academy of science of every major country in the world confirms anthropogenic or manmade global warming. The national academy says, "The need for urgent action to address a climate change is now disputable."

"We are a planetary emergency," NASA scientist James Hansen said last month.

It is morally unacceptable to ignore the climate changes and the effects of coal shipped from our shores. The time to act is now. The permitting agencies are not corporations. You are people. People with the intellectual clarity about the greatest challenge humans have ever faced.

Please study the impact of increased CO₂ emissions

from shipping coal to Asia to burn. We need to avert the use of coal down into the 21st century. Providing clean energy and promoting green jobs now. Please consider a cumulative programmatic --

MS. HULL: Thank you.

THE SPEAKER: One more.

Please stand on the side of history for you, our children, my daughters, and future generations. Please deny the permitting of the proposed terminal.

THE SPEAKER: Thank you for being here today. Thank you for being here today. My name's Greg Brown. I've lived in Whatcom County almost my entire life. I graduated from Western. Degree in physical science, MBA. I raised my family here and my children live here.

Thank you for holding this open session. You have heard mostly speeches. I'm certain you will hear and see most of the same speakers at all of your other sessions. This is pretty much the same information you heard at the EIS informational program. They hope -- the hope is that you will hear it enough that you will keep most of it.

You have heard about all of the -- you have heard about a large number of folks with a specific agenda to stop growth of a main industry of Whatcom County. You have heard a lot of people who are afraid to confront change and growth. They want to continue to dwell in the past. Many of the folks

don't consider that without industry, they would not even be able to move here or be here, to live here.

I am concerned about protecting the future of my family and Whatcom County. I have watched industry move away from this county for years.

I really -- run out of time, so I really want to tell you my request is that you disparage openly evaluate these issues and that you power past the rhetoric and get to the truth and the reality.

Thank you.

MS. HULL: Thank you. Can I have your written comments, please, and your card.

THE SPEAKER: My name is Cameron Murphy, and I live at 2320 I Street. And I've been in Bellingham for a very long time, and I was part of the university and I truly believe that this is one of the most beautiful places in the world.

And like several speakers here today before me, I want to acknowledge that we're on soil -- native land. And as settlers, I'm part of the settlers population. This is not our lands. We don't have a right to do these things here that we propose.

And even though this is not my land, this is what I call my home. And we're in the privileged position here in Bellingham. Bellingham and Whatcom County are now key sites of struggle in the larger battle of resource extraction.

Bellingham and the northern areas has a key joint in the transfer of resources, that pull specifically from the Powder River Basin traveling northward.

And so the effect I'm trying to say is that the choices we make here are going to have impact far beyond. And some would say daunting; others would say this is fortunate.

This area that we know as home is being co-opted to what is fundamentally an earth-destroying economy, and we need to make a choice what position we're going to take. Are we going to stand by and support it or are we going to say -- or are we going to put our bodies in between the economy and what is being destroyed?

This is our home. I believe that this community will not let this project come to pass by any means necessary, and for that reason --

MS. HULL: Thank you. Can I have your comment.

Looks like we have our next three speakers come up on their own.

THE SPEAKER: Hello. Thank you very much for having me. My name is Victoria McKenzie McHarg. I'm from an organization called Environmental Victoria based in Melbourne, Australia. I came here to learn from you and your community, but I've discovered that I have a few warnings that I can share from my own experience.

Back at home the drafts from these projects go not to

the local communities but to corporations and cities. The high speed jobs rarely go to people. They go to people who are out of town. The low-skilled lower-paid jobs also don't increase local employment but rather poach from our industries having impact on other industries in the area. At the same time, the costs are usually significantly undervalued. Million of dollars in tax payers subsidies going to subsidize all the companies, going to subsidize the fuel costs and several tax breaks for corporations.

All of this comes at a cost to our environment and our communities. At the -- along the tracks, with the ships in the shipping lanes, and I urge you to consider the full scope of the issues in front of you and entertain consideration of how these impact.

Thank you.

MS. HULL: Thank you.

Next speaker, please.

THE SPEAKER: How are you, brave sitters? And hello to all of you too. I actually want first to say -- oh, my name is Brooks Anderson, and I live in Whatcom County.

I first want to address what I found outside this morning before you let us in. I was putting up signs opposing the coal terminal, and I had several young men swear at me and tell me take those signs down. After that I -- then four or five carloads of the proponents of the terminal came by and put

up signs. Which is great. Most of us laughed and enjoyed one another.

I parked my car on the side street and instead of in the parking spaces and before 11:00 o'clock -- between 10:30 and 11:00 o'clock -- I parked along the school, and I parked across the street where I was the only car parked. And by the time I left my car at ten minutes to 11:00, there were four blocks of cars. People could not get in. And they left.

And I guess I'll just leave it at that because my time's up.

MS. HULL: Thirty more seconds.

THE SPEAKER: So please consider more available parking for people. Really pleased with the turnout we have. We can see we have had this filled totally.

Army Corps of Engineers, I really, really, really want you to consider this programmatic EIS and not just --

MS. HULL: Thank you.

Can we have our next speakers, 89, 90, and 91, please.

THE SPEAKER: Hi there. My name is Eric Thomas. I live in Bellingham. Thank you for your time. I know there's a lot going on here. Thanks for your consideration.

I sympathize with the need for good paying living jobs because I'd like to have one of those myself, but all in good time. Unfortunately, it seems like hiring executioners.

We live in an earthquake and tsunami zone. How is

this being taken in consideration, particularly in the -- what happened in Indonesia in 2004? One hit, and then you have a second hit.

Second of all, I am curious here if there are any restrictions on tankers. We've seen what's happened in oil tankers when you have high standards in some places and low standards in place like Panama, and so the tankers are registered in those areas. Is there a similar situation in terms of restrictions?

Thirdly, bunker fuel, dirtiest of all diesel fuel, what is the impact of that? Because that's going to be burning.

Patterns of wind coming from the People's Republic of China, you get the coal, we get the shaft. In terms of pollution coming down.

Also, local concern. I work at Ferndale High School. I see the fire department is on one side of the tracks, and you probably heard this a lot about 18 coming through. Is that going to be the case? And furthermore, can we know that it's only 18 a day, and what is the length of time that they actually pass?

Thank you.

MS. HULL: Thank you.

Do we have number 90? Are you number 90?

And can I have 91 and 92 also.

THE SPEAKER: I want to thank the speakers. Thank you guys and the ones that aren't here for getting up here. This is really hard. And I hadn't planned to do this, but I had to because I put this hat on and it looks like everyone's over 40. And I don't know about you guys, but I feel pretty old after 40. And -- if you think about it. And so now we've got our Corps representing legal, we've got our County, our State Department, but I don't see NEPA. Where's the global environmental impact person? Why is there somebody here from Australia talking about this in Bellingham because interest in the scoping -- I don't know how you guys do this, but we want you to do this.

If you have to think of Lummi and you have to put the cumulative impact of five coal-burning terminals in Asia, five terminals here that are shipping from here and the Colorado River Basin.

When I was born, the CO2 were -- right now it's 391. Before that, it didn't get above 300. So we're on this steep climb, and impacts of this, you've heard them all today.

Our shellfish in Chuckanut Bay where the coal trains are going to go by, they can't grow the larvae here anymore because the water is becoming acidic.

Thank you.

Next speaker, please. 92. 91. I'm sorry.

THE SPEAKER: I'm 92.

MS. HULL: And can I have 93, 94, and 95 make their way to the front.

THE SPEAKER: My name is Dean Tuckerman. I live in Bellingham. It's been very good. It's been very good in both rooms. It's very good. And I think that the -- I'm not a scientist. Even the people that were in favor of the terminal reminded us of the need for jobs. But we don't want dirty jobs. We want clean jobs. And there are -- the needs for jobs is very important. But we need jobs that will help the earth, not destroy the earth. And I think that you as a body need to make sure that no project is going to -- that is probably the most. I think that in reality the community has supported the -- there is no mitigation for this world being destroyed. There is no mitigation for our bay being destroyed. There is no mitigation for a lot of this stuff. From the coal terminal, from the coal mine, to the burning of it. To the -- there is no mitigation and we must -- you must vote no terminal, no terminal. You must. And then the people doing the EIS must vote no terminal.

Thank you.

MS. HULL: Thank you for your time.

Can we have number 93, please.

THE SPEAKER: My name's John Tuxill. I live at 1604 - 20th Street here in Bellingham. I'm here as a scientist to share our deep concern for Washington State. Shipping millions

of tons of coal annually to Cherry Point will result in millions of tons of greenhouse gas.

Please study the impacts of those greenhouse gas emissions on the ongoing acidification of the north Pacific, which affects the salmon, the shellfish in our waters.

Please study likely to contribute to change in temperatures and rainfall and their impact on the health of our forest.

Please study transport, particularly issues from coal burned in China and its impact on our regional air quality in the Pacific Northwest.

The scale of the coal project proposed at Cherry Point ensures it will have environmental impact. Washingtonians are no more isolated from what happens in China. For this EIS to be successful, it must address the long-term regional and global environmental impacts.

For these reasons, I respectfully request that the Army Corps include Cherry Point in their regional, other coal export facilities proposed for the northwest. Washingtonians deserve to know the coal port putting our fisheries at greater risk. And whether putting our forests at greater risk is worth it for greenhouse gas climate change.

Thank you.

THE SPEAKER: My name is Eric Tremblay. I'm from Coupeville on Whidbey Island. And I'm also a blogger. I blog

as Lefty Coast with a series of blogs about the coal ports.

I did see the news this week that they had a riot in China at a coal plant they were building on Hainan Island. But that's not really what I want to talk about. I wanted to talk about the routes of the railroads coming to this coal port, they snake along our rivers, often just a handful of feet from the river. And these river gorges can be very, very windy locations, including the Columbia Gorge especially. And I don't know how many fishermen there are here, but the impacts of the coal dust blowing out of the open cars directly into the rivers needs to be considered very carefully.

There was a study that one of the railroads did to see how much coal was being blown out of the cars. They weighed the carts before they started the route and weighed them at the end of the route, and they lost 450 pounds of coal dust per car over that route. And that's a lot of coal dust and a lot of coal dust going into our rivers with spawning salmon and trout. We need to save our fish and save our planet.

Thank you.

MS. HULL: Thank you.

Can I have 95 up and 96, 97, and 98.

THE SPEAKER: Hi. I'm Gwen Hunter, and I was born in Bellingham, Washington.

Before I was born, my granddaddy was born in Alaska and he moved up here to start a farm; and before he began his

farm, he worked as a coal miner near Lake Whatcom. He later died of black lung. And there is still no such thing as clean coal. Lake Whatcom has now become the sole source of drinking water for the county.

Because of mercury poisoning, five-year olds are not supposed to eat the fish, adults aren't supposed to eat it more than once as week, once a month, I don't remember what the latest science of that, so we'll reserve it.

The other thing is that we need to look at if there's no longer any acceptable risk, you know, that's what the nuclear power industry's trying to tell us, that, you know, it would be so rare that there would be any problem with it, and yet we now have nuclear -- we have an ongoing nuclear power port in the Pacific Ocean for months and no way of stopping it.

And so we cannot trust these people who think that there's -- we tend to think we're superior to other animals, and we're the only one capable of destroying the planet. It's nuts. You can't eat, breathe, or drink money, and we have to base our decisions on that. There's no room for error anymore.

Thank you.

MS. HULL: Thank you.

Number 97, please.

THE SPEAKER: Hi. My name is Joy Patterson. I live at 3218 Firwood Avenue in Bellingham. I oppose this terminal. If money were no object, we wouldn't be having this discussion.

And so the air quality will be destroyed in our region because of one pound will be airborne per train. Asthma and other upper respiratory ailments. The water quality, fish, all a concern. So, you know, we're going to 19th century technology. This is ridiculous. We're taking the tops off of mountains, we're carrying them through our home planet, we're passing them on to another country, which the other country has the possibility of taking their own mountain tops off if they wanted to.

So it's just an unacceptable possibility. Eighteen trains? Sixteen, fourteen, even three extra coal trains is not an option. So unacceptable risk, and I don't think we should be willing to take it. It's a huge responsibility that we have. Looking at it from Montana, Idaho, Washington, it's not just our county that's being affected.

MS. HULL: Thank you.

Number 98, please.

And 99 and 100 come down, that would be great.

THE SPEAKER: My name is Sarah. I am -- 14 and a half years ago I was born here in Bellingham, and I've lived here ever since. It has been really, really great growing up here. We have such, such wonderful trails and just outdoor recreation. And it's really hard to get bored. There's so many great local businesses that I know my friends spend hours at. But unfortunately it really seems like all of the great

entertainment is just downtown, right, right by the train tracks. Which I think is the reason why the train is such a bad idea, especially for our community and like to -- the spa, for instance, which is yards away from the train tracks. And it just seems terrible to have a luxury spa that some people frequent have 18 mile-and-a-half-long trains going by each day.

And, you know, today we worry about air pollution and walking as opposed to driving and all that jazz.

So what I wonder about the coal trains is what would the air pollution be like even without coal dust? How much emission would be given off just by the trains in our community? And that is what I'd really like to be investigated further.

Thank you so much.

MS. HULL: Thank you for your comment.

We have our next speaker.

THE SPEAKER: Hi. My name is Liam Walsh. I am a senior at Western. I was born in Seattle. I grew up across the water in Ireland and came back for my senior year of high school and to go to college here.

And I didn't choose Bellingham because of the weather. I chose it for a certain way of life. I mean, the people that are attracted to Western Washington University, to Whatcom County, we all come here for a specific atmosphere of progressive sustainability. You know, our logo is "active

minds changing lives." It isn't young people trying to get jobs at whatever cost.

So I'm saying as a student, I would not have chosen Western Washington University if there was a coal train running through every day. There's probably not a day that goes by that I'm not down by the tracks. I'm walking the tracks every day. I'm not going to be nearly as into it if there's coal trains there.

And the only argument I've had, two years construction jobs, great. Okay. After that, what's going on? We have this permanent coal train. How many jobs are going to be there permanently? How many permanent jobs? We're going to have a permanent impact on the kind of people we're attracting because what kind of people are going to want to come to Bellingham then?

We have an atmosphere, we have a way of life. That's our identity. That's who we are. And if we add coal trains, you know, I just don't think the pros in any way outweigh the cons.

Thank you.

MS. HULL: Thank you.

Next speaker, please.

THE SPEAKER: My name is Joell Robinson. I'm a fourth generation Whatcom County woman. I grew up working summers here in Cherry Point. I have seven nieces and nephews. But I

am here on behalf of all of our children and all of the children of the world and all the species of the world.

I am adamantly opposed to coal export proposal because coal is a dirty, dangerous commodity, and if we make it easy for China to burn this coal, we all suffer from more serious impacts of global warming.

Just this month my friends in Wenatchee were told they couldn't go outside because air is too -- unsafe because of relentless fires, and these are directly related to coal.

We are already feeling the impacts of climate. Coal burned in Asia would bring toxic mercury poisoning right back here to the northwest.

And if that wasn't enough, all of us that live near the tracks -- the three coal trains literally shake my house -- we have to deal with toxic coal dust. They cause cancer and asthma, and I am sure that you as well are feeling there's way too much cancer and asthma in our lives already.

My nieces and nephews deserve better. I implore you to include in the scoping the impacts, the cumulative impacts of all proposals from Montana and Wyoming to Bellingham to Asia. Our children, all of children of the world, deserve better than the coal export.

MS. HULL: Thank you.

And I have a few numbers that didn't come up, so does anyone still have a green number who hasn't had a chance to

Speak yet?

I'm not sure if we lost count or missed them, but I
want to thank you now on behalf for respecting one another and
thank you very much for your participation.

(The hearing was adjourned at 2:46 p.m.)