

GATEWAY PACIFIC TERMINAL EIS SCOPING HEARING

Saturday, October 27, 2012

Squalicum High School
3773 E. McLeod Road
Bellingham, Washington

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	INDEX OF SPEAKERS	
		PAGE NO.
1		
2		
3		
4		
5	Sara Mostad	14
6	Walter Young	16
7	Julie Trimmingham	17
8	Steve McMinn	19
9	Dan McShane	21
10	Greg Wolgamot	22
11	David Stalheim	24
12	Margaret Mamolen	26
13	Dana Lyons	27
14	Crina Hoyer	29
15	Frank James	30
16	Tom Malterre	32
17	Peter Frazier	33
18	Larry Hildes	35
19	Naomi Lunis	37
20	Joan Casey	37
21	Pat Vavrick	39
22	Mike Praetzel	40
23	Klara Lee Weis	41
24	Eleanor Hines	42
25	Steve Harvey	44

	Page 3
1 Danne Neill	45
2 Tee King	47
3 Virginia Malmquist	48
4 Joseph Knight	50
5 David MacLeod	52
6 Nancy Hoffman	52
7 Duane Jager	54
8 Logan McKay	56
9 Matt Petryni	57
10 Cheryl Crooks	59
11 Cindy Franklin	60
12 Michael Gallegos	61
13 Unidentified Speaker	62
14 Betty Kipp	64
15 Bob Aegerter	66
16 Jeff Margolis	67
17 Christopher Grannis	68
18 Andy Basabe	70
19 Robin Leavy	71
20 Gary Coye	73
21 Tova Vandervern (phonetic spelling)	74
22 Judith Culver	75
23 Nicole Keenan	76
24 Jeannie Finkbonner	78
25 Becky Campbell	79

		Page 4
1	Tim Douglas	81
2	Jinny Wolff	82
3	Peggy Bridgman	84
4	Karen Bloomquist	85
5	Lorraine Holcomb	87
6	Michael Botwin	87
7	Anne Botwin	89
8	Seth Vidman	90
9	Elizabeth Schale	92
10	Brad Owens	93
11	Vicky Moyle	94
12	Tom Brenton	96
13	Dorris Firm	97
14	Jenny Maida-Young	97
15	Bill Young	99
16	Richard McClenahan	100
17	Alex Epstein	102
18	Jamie Douglass	103
19	Cathie Bertola	104
20	Mary McDowell	106
21	Sears Taylor	107
22	Peter Frye	109
23	Pamela Boson	110
24	Bruce Kraig	112
25	Larry Blanchard	113

1	Vince Lalande	115
2	Andronetta Douglass	116
3	Cahie Fleming	118
4	Wendy Courtemanche	119
5	Dorthann Cloud	120
6	Dillon Thompson	121
7	Susan Ravet	123
8	Richard Navas	125
9	Elizabeth Hines (phonetic)	125
10	Mary Ruth Holder	126
11	Barry Wenger	128
12	Mike Elliott	130
13	Esther Faber	132
14	Amy Patrova	133
15	Laurie Stein	135
16	John Neighbor	136
17	Christy Allen	138
18	Patrick Allesse	140
19	Milan Chavez-Haley	142
20	Joe Ridley	142
21	Terri Hall	144
22	Donna Starr	144
23	Lindsay MacDonald (phonetic)	146
24	Marie Hitchman	147
25	Seth Owens (phonetic)	149

1	Holly Roger	150
2	Wendy Harris	150
3	David MacLeod	152
4	Megearn Noland	152
5	Diane Yale	154

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7 (Please note: If phonetic spelling was used, a card was
8 unavailable to verify spelling.)

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GATEWAY PACIFIC TERMINAL EIS SCOPING HEARING
Saturday, October 27, 2012
11:14 a.m.

MS. STRAUSZ-CLARK: Okay. Good morning. My name is Jamie Strausz-Clark.

I'm a third-party consultant working for Whatcom County Army Corps of Engineers and the State Department of Ecology. I'm going to be moderating our discussion this morning.

As I said a number of times, we have four hours to get through 100 comments at ten minutes each, and we're going to be pretty tight. So my job is to make this a safe and efficient place for everyone who has a card to get their comment in.

So with that in mind, I'm going to go over some ground rules that we have for this discussion, and then we'll get started.

First of all, I want to say on behalf of the co-lead agencies that I'm glad that you're here and participating in the scoping process.

1 Agent representatives from each of the scoping
2 agencies are here: We have Jeannie Summerhays with the
3 Department of Ecology; Ron Wilcox, the U.S. Army Corps of
4 Engineers; and Sam Ryan with Whatcom County.

5 Thank you all for being present.

6 We have the court reporter, Beth, here who is
7 taking copious notes. And we have Wayne, our timer, over
8 here with Whatcom County, who's going to help us with the
9 time.

10 Again, I'm Jamie Strausz-Clark. I'll be
11 moderating this morning. My job today is to ensure that
12 everyone who has their card this morning to make a comment,
13 has an equal chance to provide their comment.

14 So I'm going to provide some instructions and
15 grounds rules for how we're going to operate this morning.

16 Before I get started, though, I want to say in
17 addition to providing comments in the room, for those who
18 are not able to take part or don't want stand up at the
19 microphone, there are several other opportunities to make
20 your voice heard this morning.

21 If you haven't already made a comment online, we
22 have places throughout the building where you can make
23 written comments. Also in the Commons Room next to this
24 room, there is a way you can make a comment to a reporter
25 and it will be transcribed.

1 volume a problem?

2 AUDIENCE MEMBER: Can you repeat? Thank you.

3 MS. STRAUSZ-CLARK: Okay. I'm sorry. I'm in
4 such a rush to get you all in. I'll slow down.

5 Significant unavoidable adverse impacts, and
6 measures to avoid minimizing and mitigating the effects of
7 the proposals. So those are going to be most helpful.
8 Comments are going to be focused on that. I'm going to ask
9 that you to try to focus your comments on one or two of
10 those core topics today.

11 AUDIENCE MEMBER: Can you read it again, please?
12 Can you read it one more time?

13 MS. STRAUSZ-CLARK: Yes, I can. A reasonable
14 range of alternatives; potentially affected resources and
15 extent of analyses; significant unavoidable adverse impacts;
16 and measures to avoid and minimize and mitigate effects of
17 the proposals, okay? All right. Is that clear for
18 everyone?

19 AUDIENCE MEMBER: One more time.

20 MS. STRAUSZ-CLARK: One more time. One more
21 time. This is the important. I've got to do that.

22 AUDIENCE MEMBER: Slowly.

23 MS. STRAUSZ-CLARK: A reasonable range of
24 alternatives, potentially affected resources, and extent of
25 the analyses -- so "extent" meaning the geographic, as an

1 example of the extent -- significant unavoidable adverse
2 impacts; and measures to avoid, minimize and mitigate the
3 effects of the proposals. Okay?

4 Is everyone clear?

5 Great. All right.

6 So now the ground rules. So I ask that -- I
7 believe most as of you know, we have to have a maximum of
8 100 local comments today, which is why it's limited to two
9 minutes and no more than two minutes for comments here. I'm
10 going to be super serious about that.

11 I have a timer up here that you'll be able to
12 see. That's going to make an annoying buzz when time runs
13 out, and if you're still talking when the time runs out, I'm
14 going to ask you to finish your sentence and step away from
15 the microphone.

16 I am not a rude person and I don't like being
17 rude at all, so please, don't put me in that position.
18 Please be mindful of the time, but I will ask you to step
19 away. In worst case, I will turn off the microphone.

20 We need to be able to ensure that everyone
21 holding a card has an opportunity to say their piece this
22 morning, so that's -- we have to be here no longer than four
23 hours, so that's what we're going to do.

24 Is everyone clear on those rules?

25 Okay. The way this is going to work, is I'm

1 going to call your numbers in order, so I'm going to call
2 three numbers at a time. No. 1 is going to be at the
3 microphone; 2 and 3 will be sitting at this desk and chair
4 over here.

5 Now, in order for the court reporter to be able
6 to get the accurate spelling of your name, when you come up
7 to take up a seat over here, I need you to fill out the card
8 with your name on it. She's going to match that to your
9 testimony later. Okay?

10 To make it possible for her do that, we need to
11 print as legibly as you can. I have horrendous handwriting
12 so I know about that, but please do your best to print. I
13 want to make sure to get the names accurate.

14 One last point I wanted to -- I wanted to make
15 sure that due to the final -- we have a maximum of 400
16 people in this room, which is why we have the other counter
17 out here. At some point, we'll probably have to close the
18 door today if we can't take any more people.

19 If you're done listening and you want to give up
20 your seat, that would be great. That would give other
21 people a chance to come sit there, so you can consider that
22 after you've been listening for a while.

23 Last thing, I'm going to need it to be absolutely
24 quiet in this room so everyone can hear the speaker. And
25 that means there can't be -- I normally love applause, but

1 there can't be any applause in here. Certainly, no booing
2 or hissing.

3 If you agree with something the commenter is
4 saying, I ask you to shake or raise your hand; you can wave
5 your hands, but please don't make noise. Okay?

6 We're going to have a lot of different sides
7 talking today, and certainly, don't have problems if you
8 don't agree. I would ask you, please don't interrupt. I
9 will stop and ask you to stop. I'm probably going to ask
10 you a couple of times, and then I'm going to ask one of the
11 off-duty police officers who are here today, to escort the
12 people who disrupting out of here. My job, again, is to
13 make sure that everyone can be heard.

14 AUDIENCE MEMBER: Please slow down. Please slow
15 down.

16 MS. STRAUZ-CLARK: Okay. I'm talking too fast
17 again. Okay.

18 I am going to ask security to escort people who
19 are disrupting out of the room, okay? Because I need to
20 make this a safe place for those to be heard.

21 Okay. And, again, the transcriber will be
22 recording all the comments. So let's get started.

23 Once again, I'm going to call you three at a
24 time, and I'm going to have the first person I'm calling
25 come to the podium; the other two sit there and make sure

1 you fill out a card so I have an address for you.

2 So let's have 1, 2, and 3.

3 1 at the microphone; 2 and 3 at the desk and the
4 chair.

5 When you come to the microphone, please state
6 your name for the record, and we will start the time.

7 THE SPEAKER: Sara Mostad. Thank you very much
8 for this opportunity to talk with you and for holding this
9 public hearing.

10 AUDIENCE MEMBER: A little louder.

11 THE SPEAKER: I'm Sara Mostad, and I'm a board
12 certified internal medicine doctor practicing in Bellingham.
13 I also hold a Ph.D. in public health from the University of
14 Washington, and I'm mother to three young daughters and an
15 active volunteer in the Bellingham public schools.

16 Today I'm speaking on behalf of 205 physicians in
17 Whatcom County and Skagit County. Although we are a
18 politically diverse group of professionals who live
19 throughout Whatcom and Skagit counties, we were brought
20 together for the fundamental concern of the people in our
21 region: Our patients, our children, our neighbors, and,
22 truthfully, people throughout the state, as a vast majority
23 of our population lives within ten miles of the rail line
24 throughout the state.

25 As physicians, we are concerned with the

1 increasing frequency of the very long trains at rail
2 crossings, may lead to delay in emergency medical services
3 and to increased accidents, trauma, and death.

4 Imagine for a moment that your spouse or parent
5 had a heart attack or that your child had had a
6 life-threatening trauma or that your house is on fire.

7 And the ambulance or fire train -- or fire truck
8 waits for six or seven minutes at a train crossing, it could
9 absolutely mean the difference between life and death.

10 And sometimes, it's longer than that because the
11 trains stop. So we respectfully request that the EIS be
12 expanded to include a comprehensive Health Impact
13 Assessment, and we'll submit a larger document as a group of
14 physicians.

15 With regard to the EMS, some principal questions
16 we'd like to have examined would be:

17 For how many towns and cities along the entire
18 rail corridor are the hospitals located across rail lines
19 for a major portion of the population?

20 And how many at-grade rail crossings are there
21 along the entire rail corridor?

22 And how many people are affected at each crossing
23 based on current and projected population, as shown in
24 relevant planning documents?

25 How many of these rail crossings are unprotected?

1 Thank you very much.

2 MS. STRAUSS-CLARK: 2, 3, and 4. 2 at the
3 microphone, 3 and 4 are at the desk. Please state your name
4 for the record.

5 THE SPEAKER: Hi, Walter Young here. Father,
6 husband, grandfather, great grandfather, veteran.

7 I'm concerned about this project because I'm a
8 commercial fisherman, been a retired commercial fisherman.
9 And people need to know that when they put in the dock --
10 when they put that refinery dock back in -- in the '60s, the
11 first victim was the eel grass.

12 Foreign ships emptied their pillages at Cherry
13 Point. And when they emptied their pillages, the eelgrass
14 died off and the largest herring run in the world went away
15 and never came back. It affects all my brother and sister
16 fishermen because we're losing our resource out there.

17 Another problem I have with this is that those
18 freighters, those extra 300 they want, they're going to burn
19 -- they burn bumper fuel, which is a worse fuel to burn.

20 And what comes out of the stacks every day, out
21 of one ship, is equivalent to 16,000 cars on the road, so
22 we're looking at almost a half a million cars' worth of
23 extra pollution coming our way.

24 I have health -- my health concerns about all of
25 our elders and all of our young kids because we're going to

1 be breathing all of that stuff, and I would like that
2 addressed.

3 I would also like the SSA to address, where are
4 all these thousands of jobs they're promising? Where is it?
5 Bring it out?

6 And all these millions of tax dollars that
7 they're putting on TV, that's -- that's a lie.

8 All that money is going to be an increased B&O
9 tax for SSA, which goes to Olympia. Very little of it will
10 make it here. I'm running out of time.

11 I want to end with this: This is from my
12 brother, Cree Nation. It's a prophecy from the 1800s, and
13 they say:

14 When all the trees have been cut down, when all
15 the animals have been hunted, when all the waters are
16 polluted, when all the air you breathe is unsafe, only then
17 will you discover you cannot eat money. Thank you.

18 MS. STRAUZ-CLARK: 3, 4, and 5. 3 is at the
19 microphone. 4 and 5, you're at the desk.

20 Please state your name for the record.

21 THE SPEAKER: My name is Julie Trimmingham. I'm a
22 fourth generation Whatcom County resident. My husband and I
23 are raising our young son here because we know this to be a
24 clean, safe, and healthy place to do so.

25 My interest in the coal port is maternal. I want

1 to know how such a proposal would affect my son's life, both
2 directly and indirectly. I would respectfully request that
3 Environmental Impact Statement includes studies pertaining
4 to public health and safety. What are the various forms of
5 pollution emitted by coal trains, the coal port, and the
6 coal ships, and how might these pollutions affect human
7 health?

8 Will the coal trains pose any safety hazards?
9 Will emergency responses be delayed because of the coal
10 trains? How will chronic exposure to train noise,
11 especially the whistle blasts that wake my son at night,
12 affect sleep, school performance, and overall well-being?

13 How will mercury and other pollutions caused by
14 the combustion of coal we export to Asia affect our air and
15 water safety?

16 I would also request that the EIS include studies
17 that concern study of life. My son and I often play at
18 Boulevard Park, which, according to an analysis, would be
19 blocked from vehicular access by both trains and additional
20 rail siding.

21 How might our enjoyment of this place we call
22 home be impacted by becoming a coal transportation corridor?
23 How would a radical change in our regional identity affect
24 our community and our opportunities?

25 And finally, I would respectfully request that

1 the EIS include a comprehensive study of the long-term
2 global implications of coal combustion.

3 The proposal to haul and ship coal from the
4 Powder River Basin has one end and one end alone:

5 The coal is to be burned.

6 How would the combustion of coal via the Gateway
7 Pacific Terminal exacerbate the problems of climate change
8 and ocean acidification. How might the climate change and
9 ocean acidification affect the health, safety and well-being
10 of my son and everyone else who lives here? Thank you.

11 MS. STRAUZ-CLARK: No. 4, 5, and 6. 4 at the
12 microphone, 5 and 6 at the desk.

13 Please state your name for the record.

14 THE SPEAKER: My name is Steve McMinn. I live in
15 Bellingham. I would like the EIS to address the cost of
16 delays at rail crossings for businesses in the entire GPT
17 coal train corridor.

18 I believe that this project, as proposed, will
19 cannibalize existing businesses, leading to a net job loss
20 in the region.

21 My own business would certainly be hurt. I
22 operate a small sawmill, Pacific Rim Tonewoods up the Skagit
23 River. We make wooden parts for guitars. If you've played
24 or looked at a Martin, Taylor, or Gibson guitar built in the
25 last 25 years, we've likely cut wood for it.

1 We pay family wages and benefits to our 26
2 employees. If I were using SSA maps, that might be 150
3 employees.

4 Half of our people commute across the tracks from
5 Bellingham, Mount Vernon and elsewhere at grade level
6 crossings that are already subject to delays.

7 When the trains come, everything stops. There's
8 no way around. All of our freight, both inbound and
9 outbound, moves through the same crossings. Further, we
10 purchase most of our logs in Alaska and barge them to Smith
11 Island near Everett, where they are transferred to land and
12 loaded on log trucks.

13 To access this port, log trucks must deal with
14 another grade level crossing, one that's already very
15 congested.

16 Pacific Rim Tonewoods is only one small business
17 20 miles in the BN tracks. If I were to put the cost number
18 to the additional delays that would be caused to pit stops
19 by long coal trains, the number would be large.

20 If we allow GPT trains to shear us off from our
21 working waterfronts and to obstruct the east/west flow of
22 traffic in our several counties, the good jobs that we have
23 now will, certainly, become fewer.

24 MS. STRAUSZ-CLARK: 5, 6, and 7. 5 you're at the
25 microphone. 6 and 7 you're at the desk.

1 Place state your name for the record.

2 THE SPEAKER: Dan McShane. I'm an engineering
3 geologist. I routinely assess geology hazards. The impacts
4 of climate will increase the risk to properties in
5 Washington State. Even modest sea level rise, will have a
6 significant impact on shoreline flooding, shoreline erosion,
7 and shoreline stability.

8 If this project is not considered a significant
9 source of CO₂, I have to ask what project would be
10 considered?

11 Eleven years ago, carbon dioxide was considered
12 as part of the permit process for a state permit for a power
13 plant in Whatcom County.

14 Another plant in Whatcom County at Cherry Point
15 Power Plant also considered carbon dioxide emissions in the
16 permit process, and they were fully -- were going to
17 mitigate 100 percent of the carbon dioxide where the plant
18 would be built. It's important that be considered.

19 I would also like this project to consider the
20 cumulative impacts of all the sites that are being
21 considered as coal terminal sites, including sites out of
22 Oregon and British Columbia.

23 I would also -- consider the traffic impacts and
24 the commerce impacts from rail. If we go back in time and
25 think about opening up American West and what Abraham

1 Lincoln was thinking when he -- the country was connected by
2 railroads, I don't think they visualized the rail system we
3 have, would be visualizing then, is equivalent to what is,
4 essentially, turning into a conveyer belt of goods to head
5 to China. Thank you.

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

8 Please state your name for the record.

9 THE SPEAKER: My name is Greg Wolgamot and I'm a
10 physician. I'm a pathologist here. I did a Ph.D., also, at
11 the Fred Hutchinson Cancer Research Center and I am on the
12 tumor board at the hospital.

13 Tumor board is a weekly meeting, where we review
14 all the new cancer diagnoses of all the patients in Whatcom
15 County.

16 In 2012, there was 1,703 patients, which averages
17 out to about 33 per week. I see, firsthand, the dramatic
18 impact that cancer has on peoples' lives.

19 My concern for GPT addresses cancer. In the last
20 10 to 15 years, there had been much medical research that
21 shows that air pollution is worse than we thought for
22 people.

23 The effects of air pollution are not
24 hypothetical. They are real and they are measurable. Many
25 studies, some of which were conducted in the Seattle area,

1 prove significant health effects to exposure to everyday
2 pollutant levels that are below national EPA guidelines.

3 The data show, in any effect, no specific safe
4 threshold. A recent study from the U.S. Environmental
5 Protection Agency states that the Puget Sound region ranks
6 in the country's top five percent of risk for exposure to
7 toxic air pollution.

8 A study in 2010 by the Puget Sound Clean Air
9 Committee in New York City and Washington showed that diesel
10 emissions remain the largest contributor to potential cancer
11 risks in the Puget Sound area.

12 A recent health assessment was done in Spokane to
13 assess cancer risk from diesel particulate matter in the
14 areas surrounding the Burlington Northern Railroad in
15 Spokane. And they concluded that there was a several-fold
16 increase in risk to develop cancer in the neighborhoods
17 surrounding the rail yard.

18 So I request that the scoping include the
19 analysis of the increased risk of cancer in terms that are
20 easy to understand by the public. Because the rail lines
21 transect most needed population centers in Washington and
22 Montana and Idaho, these need to be included in the
23 analysis.

24 From a physician's perspective, it would be
25 unethical and irresponsible to exclude communities from the

1 analysis that have no control of the decision-making
2 process. Thank you.

3 MS. STRAUSZ-CLARK: 7, 8, and 9. 7 you're at the
4 microphone. 8 and 9, you're at the desk.

5 Please state your name for the record.

6 THE SPEAKER: Thank you. David Stalheim.

7 When you look at the determination of
8 significance for this project, it has a list of all of the
9 elements in the environment that need to be studied by this
10 EIS. What is missing out of that, is any consideration of
11 economics.

12 So when we talk about jobs, we talk about the
13 impact on the economy. There's no clear pathway in this
14 Environmental Impact Statement for that to be considered,
15 and that's a shame. And it really needs to be added to this
16 whole process.

17 How it has to be added to the process is going to
18 be complex, a little bit, in that we need to rely upon our
19 three agencies here; not on the applicants, GPT and SSA, to
20 be providing the information and data to you. It's really
21 incumbent for them to have to rely upon our public agencies
22 to do our work for us.

23 So to the economics: One of the things that is a
24 criterion for this project is that this project will not
25 impose any uncompensated cost on public services and

1 facilities.

2 That is in the county code. The county
3 council -- who doesn't by the way even have to hold a public
4 hearing on this matter -- will have to make that
5 determination, that there is no economic impact that's --
6 that's not compensated.

7 So this EIS has to dive into all of those issues:
8 Impacts on schools, transportation, transit, rail crossings,
9 fire protection, EMS issues. What did I miss?

10 There's a whole list of utilities: Water, sewer;
11 the whole thing needs to be considered.

12 You need to weave that through the EIS where you
13 can under the Environmental Impact Statement process.

14 I'd also like to talk about the alternatives, the
15 reasonable alternatives, for this project.

16 We need to make sure that the no-action
17 alternative, which you have not yet defined, meets no
18 action.

19 We need to have a baseline of this project so we
20 can study what the real impacts of this project are, on the
21 environment, on transportation, on all of these issues. You
22 need to make sure that no-action alternative means what it
23 says: No action. Thank you.

24 MS. STRAUZ-CLARK: 8, 9, 10. 8 you're at the
25 microphone. 9 and 10 you're at the desk.

1 Please state your name for the record.

2 THE SPEAKER: My name is Margaret Mamolen. I'm a
3 family physician practicing here in Whatcom County. Thank
4 you for the opportunity to offer comments.

5 The proposed terminal would bring additional
6 long, heavy trains passing through Bellingham every day and
7 night. What effect would the noise from the trains have on
8 people here and other communities who live and work close to
9 the tracks?

10 I'm here to ask that the potential effects of
11 noise and vibration be included in the EIS.

12 Medical studies have shown excessive noise to
13 increase the risk of heart disease and stroke, to raise
14 blood pressure and restrict blood vessels with the elevated
15 production of stress hormones, such as cortisol and
16 epinephrine. And this can also cause irregular heart
17 rhythms.

18 How many additional heart attacks and strokes can
19 be expected from the increased train traffic and noise? Who
20 will pay economic costs of hospitalizations and time lost
21 from work?

22 Sleep disturbance from passing trains is, also, a
23 concern. Frequent nighttime awakening and changes in the
24 stages and depth of sleep can affect daytime alertness and
25 worsen chronic health problems. For instance, it can

1 contribute to obesity, diabetes, and cardiac disease, as
2 well as mental health problems.

3 Even when people feel that they've become
4 accustomed to increased noise, studies show there can still
5 be measurable physical effects on their health.

6 Children who are exposed to increased noise have
7 shown lower academic achievement, specifically in reading
8 and problem solving, as well as concentration, emotional
9 development, and motivation. Noise is shown to increase
10 irritability, depression, and anxiety in adults and
11 children.

12 How will these affect the well-being of our
13 community? Noise impacts can be particularly difficult to
14 mitigate.

15 In conclusion, I ask that the EIS investigate
16 fully the increase in frequency and amount of noise and
17 vibration from this proposed project and quantify the
18 possible health risks, along with the social and economic
19 costs that could be caused from them. Thank you.

20 MS. STRAUZ-CLARK: 9, 10, and 11. 9 you are at
21 the microphone. 10 and 11 you're at the desk.

22 THE SPEAKER: Hi everyone, my name is Dana Lyons.
23 I'm a musician. I'm currently touring from Eastern Montana
24 all the way following the route of the coal train back to
25 here and down to Coos Bay.

1 And I met with five ranching families in Eastern
2 Montana who were fighting the coal train; fighting the coal
3 mines; went through all the cities; are organizing a whole
4 route, Idaho, Montana, Oregon, wondering when their hearings
5 are going to be.

6 Two days ago, I played Yakima. The Yakama Nation
7 has come out against coal export. The Lummi Nation has come
8 out against coal export.

9 Going to the ranchers to here -- I'll just put it
10 this way: Both the cowboys and the Indians are against coal
11 export. We've got them surrounded. We're going to beat
12 them on this one, Friends. We're going to beat them on this
13 one.

14 And the reason is, I can give you, there's a long
15 history in America where the people stand up to big
16 corporations and to bureaucracies when our elected officials
17 say, "Oh, there's no way we can do this."

18 In Skagit Valley, when they wanted to put a
19 nuclear plant there in the '70s, two mayors and thousands of
20 people stood up. We beat that nuclear power plant.

21 In Kauai when they wanted to put in the
22 Interisland Super Ferry, 1500 Kauaians showed up there and
23 blocked the dock; 200 people on surfboards circled that
24 boat. The boat went back to Honolulu and never came back.
25 They defeated the federal government and the State of

1 Hawaii.

2 And, most recently, in Nebraska with the Keystone
3 Pipeline, the conservative, Republican, farmers and ranchers
4 said, "No way is that pipeline coming into our aqueduct,"
5 because they understood that it would ruin their way of life
6 and/or endanger their way of life.

7 We, in our region, have an opportunity to do
8 something wonderful for the world. And if we hang together,
9 if we're firm, we will defeat this. Thank you.

10 MS. STRAUZ-CLARK: 10, 11, 12. 10 you're at the
11 microphone. 11 and 12 please take your seat at the desk.

12 State your name for the record.

13 THE SPEAKER: Crina Hoyer. I'm here representing
14 not only myself as a mother, I also run a business, which
15 employs 55 people, and I'm a lifetime residence of the
16 Pacific Northwest.

17 I'm asking for two very simple things: The first
18 is for you to study the cumulative impacts of all of the
19 detailed impacts that are stated today. If someone asks for
20 you to look at an impact on water quality, I want it looked
21 at from Bellingham to Beijing.

22 If someone asks you to look at the impact on our
23 fisheries on our air quality, on our health, I want the
24 circle drawn not around the GPT site. I want the scoping to
25 take into effect -- or excuse me -- to take into account the

1 impacts from here to wherever that coal will be burned.

2 The second thing I'm asking for, is something
3 very similar to what David mentioned, and that is that when
4 you consider the no-action alternative, it's truly a
5 no-action alternative.

6 I want to know what's going to happen to our
7 herring stocks if this is not built; what's going to happen
8 to our tourist industry if we don't start to ship coal
9 through our town? What's going to happen to our property
10 taxes; to our local businesses; to our waterfront
11 redevelopment if we, indeed, succeed at stopping this
12 terminal? That's what I want to know, so I can choose that
13 instead of the coal port.

14 MS. STRAUZ-CLARK: 11, 12, and 13. 11 you're
15 the microphone. 12 and 13 you're at the desk.

16 Please state your name for the record.

17 THE SPEAKER: My name's Frank James. I'm a
18 physician in the community. I've lived here a long time.

19 I'm a father of four kids and a grandfather of
20 three, and I'm afraid.

21 I spent the last 18 months studying this issue
22 and looking at diesel particulate matter, in particular;
23 it's very nasty stuff.

24 When diesel is combusted, it forms a nucleus, a
25 carbon core, and the toxins that are in that slurry that

1 come down the spokes tank, then attach a variety of other
2 things like benzene, like formaldehyde, like polyatomic
3 aromatic hydrocarbons, really bad things.

4 This is bridging 485 ships, some of which are the
5 largest objects ever created by man, to our community, 485
6 of them, transits in our community.

7 It's bringing a train every hour with four
8 engines in it. That's 100 locomotives every day through our
9 community, and they're burning diesel, which creates a huge
10 amount of pollution.

11 Now, I'm worried about my patients. I'm worried
12 about my family. I've got written comments that summarize
13 most of that.

14 But I want to talk about the process with you,
15 and that is, having all these people in this room and a much
16 larger room next door, that want to talk to you that have
17 been given two minutes and limited to 100 people, is
18 unreasonable. You're not bad people, but this is a bad
19 process.

20 And I want to focus on that. You need to listen
21 carefully to the people. The people that are here that I
22 know, are scared spitless, okay? And I'm not talking to
23 them. I'm talking to you guys, because you're the ones that
24 are here this morning.

25 You need to open up the process. You need to

1 involve the community. You need to look at the signs from
2 the community, and frankly, this -- this is real.

3 MS. STRAUSZ-CLARK: 12, 13, 14. 12 you're at the
4 microphone. 13 and 14 you're at the desk.

5 Please state your name for the record.

6 THE SPEAKER: Tom Malterre, Bellingham resident.
7 Two additional science degrees, Center of the Office of
8 Institutes team faculty member, also noted as round table of
9 the Office of Research Institute.

10 My concern is the particulate matter soot and
11 mercury levels increasing in time. We've seen from
12 research, coming out of both Colorado and Oregon, that the
13 increase since 1984 is at a minimum of 29 percent of air
14 particulate matter coming from Asia and the gas stream
15 bringing it here to the Pacific Northwest.

16 My concern is that the mercury levels, as they
17 will increase, will increase the risk for autism and
18 behavioral disorders or a cognitive decline in children.

19 We do see that when children are exposed to
20 mercury at an early age, they actually end up with more
21 cognitive decline and behavioral disorders.

22 As the mercury level will climb in particulate --
23 and now there's an association between 15 and 30 percent of
24 our air and mercury coming directly from Asia.

25 And as these coal power plants are actually

1 burning, we will get that particulate matter in our
2 neighborhoods. It will be in our children.

3 My concern is what's going to happen to their
4 brain development over time. We can palaver over over topic
5 data sheets and see the autism incidents increase in various
6 increased mercury exposure, including places like when
7 they'll have this.

8 So what's going to happen close to the areas that
9 some of this particular matter is going to be blowing off of
10 coal trains, that's going to be blowing from highest in our
11 local communities?

12 Are we also going to see an increased risk from
13 autism as the severity increases?

14 So my concern is, the EIS would definitely
15 examine, as the heavy metals will increase, is that going to
16 decline the cognitive function of our children? So they
17 would need to test, then, the environmental impact of the
18 heavy metals and how they envision they would incur with the
19 use of the coal.

20 MS. STRAUSS-CLARK: 13, 14, and 15. 13 you're
21 the microphone. 14 and 15 you're at the desk.

22 Please state your name for the record.

23 THE SPEAKER: My name is Peter Frazier. I'm a
24 steward for the Nature Conservancy for Chuckanut Island, a
25 five-acre nature preserve.

1 For most of my 48 years, I've lived on the shores
2 of Chuckanut Bay. I've rowed and sailed this part of the
3 Salish Sea, and I have been a close observer of its aquatic
4 life.

5 Just as I was raised on Chuckanut Bay, I raised
6 my own children there and hope that Fraziers will always
7 live on these shores.

8 However, the middens left behind by the Native
9 Americans who used to find plentiful shellfish and salmon in
10 Chuckanut Bay are a stark reminder that we cannot take for
11 granted that our children and/or children's children will be
12 assured this heritage.

13 I'm concerned, and I feel strongly that this EIS
14 should address any and all risks that development and
15 operation of the coal port at Cherry Point could have during
16 its construction in the entirety of its operation on the
17 aquatic life at the Salish Sea.

18 The herring, the salmon, the orca -- all parts of
19 the chain of life dependent upon one another -- all are at
20 record low numbers. The orca are already the most toxic sea
21 mammal on the planet. The salmon are already threatened.
22 The vital Pacific herring stock at Cherry Point has declined
23 over 94 percent since 1972, the same year the Roberts Bank
24 Coal Terminal began operation. Perhaps this is because this
25 terminal emits about 715 tons of coal dust each year, and

1 coal contains polycyclic aromatic hydrocarbons, which are
2 carcinogenic to the Pacific herring and interferes with
3 their reproduction. Note that the herring disappeared first
4 on the spawning beds at Point Roberts close to the Roberts
5 Bank Coal Terminal.

6 Just as the orca depend on the salmon and the
7 salmon depend on the herring, our very way of life as
8 Northwesterners, as well as our health and sustenance is
9 dependent on the integrity of the Salish ecosystem.

10 I feel a great responsibility to speak --

11 MS. STRAUZ-CLARK: 14, 15, and 16. 14 you're at
12 the microphone. 15 and 16 are at the desk.

13 Please state your name for the record.

14 THE SPEAKER: Thank you. My name is Larry
15 Hildes. I'm a civil rights lawyer here in Bellingham, and I
16 want to talk to you about jobs.

17 I want to talk to you about these jobs, and they
18 need -- and the balancing of these jobs against the
19 destruction of the environment.

20 SSA Marine is a horrible, horrible employer.
21 They are not going for good jobs; they are not someone to
22 trust.

23 We represent a group in Seattle called the
24 Seattle Port Truckers Association. They are a professional
25 association. They're not allowed to unionize because SSA

1 Marine has made sure that they're not allowed to unionize.
2 They are almost all entirely East African immigrants,
3 Ethiopian, and Somali. They're treated abysmally. They're
4 not paid a decent wage. They're contract employees, and it
5 comes down to things like bathrooms.

6 Our folks are not allowed at Terminal 30,
7 Terminal 18, which are controlled by SSA Marine and the Port
8 of Seattle, to use the restrooms. They are given Porta
9 Potties out in the parking lots.

10 Where have we heard about this for black people
11 before? This is SSA Marine. This is who we're talking
12 about.

13 We're getting ready to file suit because they
14 actually have their employees in Seattle beat up our folks
15 when they try to go to the bathroom.

16 And SSA has been struck by the ILWU in Oakland.
17 They've been truck by the ILWU in L.A./Long Beach, and they
18 have been struck by every single port they operated in Iraq,
19 as a military contractor. These are not good jobs. This is
20 not mitigable. They are not mitigable, and balance that
21 against the destruction of our environment, it isn't even
22 close. Thank you.

23 MS. STRAUSS-CLARK: 15, 16, and 17. 15 you're at
24 the microphone. 16 and 17 are at the desk.

25 Please state your name for the record.

1 THE SPEAKER: My name is Naomi Lunis. SSA admits
2 that there will be more than 450 huge coal-bearing ships
3 coming in and going out of Cherry Point and our Salish Sea
4 every year for a total of 900, at least 900 more ship
5 transits a year.

6 That's 60 percent more transits than currently
7 move through our already crowded ship quarter. Most of
8 these are single hull ships.

9 A collision in the narrow channel would likely be
10 catastrophic to the orca whale, the salmon and herring, and
11 the eelgrass.

12 It could wipe out the marine habitants for the
13 many creatures now making their homes there. I ask that you
14 study the risks of this eventuality, and include a plan in
15 the EIS for response and cleanup should this eventuality
16 become a reality. Thank you.

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

19 Please state your name for the record.

20 THE SPEAKER: My name's Joan Casey, and my topic
21 is measures to mitigate. I am so concerned about the
22 liabilities regarding this project.

23 I want you to determine the liability at every
24 step of this process. Number one, when the coal is still in
25 the ground, who owns that coal? Is it the mine or the

1 taxpayers?

2 And when the coal leaves Powder River Basin on a
3 train, is it Peabody? It is GPT? Is it SSA? Is it
4 Burlington Northern? Is it the financial backers at Goldman
5 Sachs? Who owns the coal? Who -- who is liable?

6 When the coal arrives at Cherry Point, who owns
7 the coal? When it gets off the train and it goes on the
8 earth, who's liable for that coal and for an accident at
9 that point?

10 When it gets from the earth onto the vessel and
11 is being transferred, who owns the coal? Who's liable at
12 that particular moment?

13 On the vessels that's going out to sea and to the
14 Puget Sound, and has one of these catastrophic accidents
15 that we're all so terrified about, who's liable? Is it the
16 vessel or is it the owner of the coal?

17 And who owns the coal? And once it's out at the
18 sea and the big ocean and there's another accident? Who
19 owns the coal?

20 Who's responsible for mitigating and repairing
21 all the potential damages that could happen from this coal?
22 Who owns the coal and where is the liability?

23 Thank you.

24 MS. STRAUS-CLARK: 17, 18, 19.

25 17 you're at the microphone. 18 and 19 you're at

1 the desk. Please make sure when you speak, you speak very
2 close to the microphone.

3 And please state your name for the record.

4 THE SPEAKER: I'm Pat Vavrick. I've lived in
5 this area for over 23 years, first on Lummi Island and now
6 in Birch Bay Village.

7 And during that time, I have thoroughly enjoyed
8 boating, fishing, clamming, crabbing, whale watching,
9 beachcombing, and everything else that this beautiful area,
10 so close to such a beautiful sea, offers.

11 Recently on a flight from Calgary to Seattle, I
12 flew directly over the coal terminal at Tsawwassen. And
13 sticking out from the terminal, there was a huge black area
14 in the water, and this concerns me a great deal.

15 What is the coal dust going to do to the marine
16 life that we have so abundantly? And what is it going to do
17 to all the recreational opportunities we have in this area?

18 I urge you to study these, these effects, very
19 closely because I think it will affect our lives and our
20 economy. And then it will cut down on tourists, and I think
21 that it's a real problem that needs to be looked into.

22 Thank you.

23 MS. STRAUZ-CLARK: 18, 19, and 20. 18 you're at
24 the microphone. 19 and 20 are at the desk.

25 Please state your name for the record.

1 THE SPEAKER: My name is Mike Praetzel, and my
2 wife Jill and I have lived here in this area for close to 40
3 years. We live out at Lummi Bay, and we also have spent
4 time in the water. We've sailed through San Juans. We've
5 sailed across the seas in good weather and foul weather.
6 We've seen the effects of wind and the weather on not only
7 ourselves in a small boat, but also in larger craft that are
8 in the area.

9 The main concern that I have is one that I don't
10 know has been addressed, and it has to do with the holding
11 capacity of the anchors that are attached to these ships.

12 These ships are a thousand feet long. They are
13 -- have considerable area that is exposed to the wind. The
14 winds have been documented at close to 100 miles an hour in
15 areas along the water.

16 You have an unimpeded stretch of water from
17 Rosario Strait on a long distance from the south to north at
18 Cherry Point. We live only a few miles from Cherry Point.

19 These ships are terribly vulnerable to winds of
20 that type. The anchors that they use are all cast in China.
21 The anchors have been known to break apart under stress.

22 I think it is imperative that any -- any major
23 consideration of this issue take into effect the stress upon
24 the anchors that are vulnerable and that are really not --
25 not capable of withholding the kind of stress that we've

1 seen.

2 MS. STRAUZ-CLARK: 19, 20, and 21. 19 you're at
3 the microphone. 20 and 21 you're at the desk. Please state
4 your name for the record.

5 THE SPEAKER: My name is Klara Lee Weis from
6 Bellingham, and I'd like to talk about an incident that
7 happened on September 20th, 19 -- 2012.

8 And we were coming to Bellingham, to Salt Spring
9 Island, just crossing Rosario Strait coming out of a total
10 whiteout. And as our boat was coming across, coming out of
11 this whiteout, and we looked up to the right, and there was
12 this pitch black, mushroom cloud. And we checked our
13 finder, you know, direction finders on the map trying to
14 find out, "What was that cloud?" And it was a coal cloud.
15 And I'd never seen one. I'd seen pictures of them, but this
16 time I actually experienced it.

17 And we looked and watched. And I was in such
18 shock, actually, that it took me a while to run down and try
19 to think, Camera, camera; run down and get your camera.

20 So I ran down and got a camera. And by the time
21 I got back up there, I was watching this cloud dissipate
22 from the area of Tsawwassen, so the coal channel was right
23 there, Tsawwassen. And we watched this black cloud
24 dissipate into grayer and grayer and bigger and bigger
25 coming right toward our boat, and watching it going all over

1 the Sound, Rosario Sound. And my impression is -- I want to
2 know what happens to that dust that comes out of the
3 existing plant?

4 We're going to have a plant even closer to us
5 where farmland is to the east of the wind -- all of that
6 good farmland; the jobs that entail that farmland -- all of
7 the dust going all over Puget Sound and what's happening.

8 We've had a lot of speakers talk about what
9 happens to the water quality; what will happen to our fish
10 and all of this loss that that entails. So we got a lot of
11 jobs that might go as a result of all this new coal plant.

12 Anyway, thank you.

13 MS. STRAUZ-CLARK: 20, 21 and 22. 20 you're at
14 the microphone. 21 and 22 you're the desk.

15 Please state your name for the record.

16 THE SPEAKER: Hi. My name is Eleanor Hines, and
17 I've lived in Bellingham for eight years now. I moved here
18 from the East Coast, and I absolutely love it.

19 I am currently a grad student at Western
20 Washington University studying environmental toxicology
21 focusing on mutual risk assessment.

22 And so I would like to -- I'm also an avid
23 outdoor recreationist, so I would like to voice that I,
24 additionally, have the same concerns that everybody else has
25 had here today.

1 On top of that I would really want to request
2 that the recreationalist impacts are looked at because the
3 coal trains will block off access to the water for large
4 amounts of time, as well as the increased vessel traffic
5 will also impact things like whale watching and kayaking and
6 other recreational sports, and fishing included in that.

7 I also would like to -- as a toxicologist, like
8 the fugitive coal dust to be looked at, and alternatively,
9 the surfactants that could be sprayed on top of the coal
10 dust. It's been known that surfactants can be extremely
11 toxic, especially to the aquatic organisms -- and it's been
12 stated that -- or ground up, it will be ten times more toxic
13 when surfactants are present than when the more active
14 ingredients are present. So I would really appreciate that
15 if that were accounted for in the EIS.

16 Additionally, I would like the EIS to look at the
17 cumulative impacts of all the different proposals that are
18 out there for the other coal export terminals, as well as
19 the increased local traffic and how that would potentially
20 impact this because just looking at this one project
21 proposal isn't enough when we know that there's other things
22 that could interact on top of that.

23 So thank you so much for your time.

24 MS. STRAUSZ-CLARK: 21, 22, 23. 21 you're at the
25 microphone. 22 and 23 you're at the desk.

1 Please state your name for the record.

2 THE SPEAKER: Hello. My name is Steve Harvey.
3 I'm a student at Western Washington University studying
4 environmental science.

5 Over a month ago, my mother and a friend were in
6 a moped accident that left her lying in a ditch bleeding
7 internally. By the time the ambulance arrived -- by the
8 time the ambulance brought her to the hospital, she had lost
9 3/5ths of her blood. The doctor said if she'd arrived 20
10 minutes later she would have been dead.

11 In this scenario, a longer ambulance response
12 time equaled increased probability of death.

13 The equation of increased response time equals
14 higher probability of not receiving treatment needed on
15 time, can be applied to many emergency medical response
16 cases.

17 In the EIS, I ask for a study to determine if
18 there will be a decreased ability to provide effective
19 emergency response times due to the increased train traffic.

20 This study could include, but not limited to,
21 mapping out all the areas between the coal trains origin and
22 -- and the proposed terminal site, where emergency response
23 vehicles have to wait for a train to cross, then find the
24 population of people who live in these areas.

25 Using 18 and 24 mile-and-a-half-long trains a day

1 traveling at speeds of 55 miles per hour and 35 miles per
2 hour, what additional delays will emergency response
3 vehicles face?

4 Twenty-four trains because if the terminal is
5 built, it can be expanded in the future. Using statistics
6 of the emergency response vehicle -- using statistics of the
7 emergency vehicle response cases per population, I ask the
8 EIS to address how many emergency vehicle response cases in
9 a year will receive a longer response time?

10 The only way I see not to increase response time
11 is to not increase train traffic. And I ask you all, if
12 there ever needs to be an increase in train traffic, should
13 it really be spent on coal?

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

16 Please state your name for the record.

17 THE SPEAKER: My name is Danne Neill. I am a
18 real estate broker with Whatcom County. I work in Whatcom
19 County, San Juan County, and some in Skagit County.

20 Deeply concerned about this facility, and I ask
21 that a study be incorporated in order to look at the
22 possible effects on property values.

23 I've heard people say to me: Well, it really
24 only affects those big houses down by the water, and you
25 know, it's not that big of a deal.

1 It's a big deal in my book. Many people live
2 here because of quality of life. We attract people from all
3 over the world because of our quality of life, and I'm
4 deeply concerned about the effects this terminal could have
5 on our quality of life.

6 We're talking about building a very large, new
7 waterfront. There's been six/seven years of work done on
8 that. That is on the west side of the railroad tracks.

9 We talk about large homes. Let's think about it
10 a little more clearly.

11 The Point Roberts boats have been moved because
12 of the coal dust. The facility right up here, has a program
13 of washing houses that are covered with coal dust. I think
14 we need to think about those things.

15 We're talking about commercial properties that
16 are on the west side of the tracks. How are those
17 properties going to be affected?

18 So it's not only residential, big residential
19 properties. It's commercial properties. It's -- not all
20 the railroad tracks go up along the waterfront. They go
21 through our county, and they go through other counties.

22 The number of trains; the traffic; the potential
23 pollution; and just the total effect, they need to be looked
24 at and assessed on the property values in our county.

25 Thank you very much.

1 MS. STRAUZ-CLARK: 23, 24, and 25. 23 you're at
2 the microphone. 24 and 25 you're at the desk.

3 For those of you in the back, if you'd like to
4 have a seat, there are plenty of seats up here, so please
5 make yourself comfortable.

6 Please state your name for the record.

7 THE SPEAKER: Hi. My name is Tee King.

8 First -- I would like, first, to say you need to
9 present an analysis of why nobody is here supporting the
10 coal company. Why is it all red people out here?

11 The thing that I demand you do an analysis on,
12 you can't mitigate. How do you mitigate an earthquake or a
13 tsunami? What happens if one happens in Japan? What if
14 there's a Tsunami or earthquake, and everything in that
15 terminal is whited out while they're in the ocean,
16 everything? All the chemicals that's used to process it;
17 all of the surfactants; all of the -- everything goes in the
18 water. And you can't tell me that an earthquake or a
19 tsunami's not going to happen. You can't do it.

20 You can tell me all of this -- in this EIS, you
21 can tell me everything that this coal is going to do, but
22 you cannot tell me that an earthquake or a Tsunami won't
23 wipe it out, and it's possible. We live in the ring of fire
24 where this thing happens.

25 How the hell do you mitigate an earthquake that

1 can open up the ground and put all the stuff back in after
2 it's been taken out; after it's been treated with who knows
3 how many chemicals? The burning and everything else, that's
4 bad enough.

5 But what happens if some, just water, wipes it
6 into our bay? We can't recover that.

7 Have you thought about that?

8 All of these disasters, what about the
9 earthquakes? A tsunami? Even a tornado is not uncommon --
10 I mean, not unheard of.

11 These things, on top of all of the other problems
12 this terminal will cause -- all of the traffic in the bay,
13 all of the emissions it burns, the fact that jobs are going
14 to China -- there's just no good thing about coal and, you
15 know it. Thank you for your time.

16 MS. STRAUZ-CLARK: 24, 25, and 26. 24 you're at
17 the microphone. 25 and 26 you're at the desk.

18 Please state your name for the record.

19 THE SPEAKER: My name is Virginia Malmquist, and
20 I'm a sailor.

21 I'm concerned about the impact this will have on
22 the places that I love to be in the Salish Seas.

23 Ship traffic is huge, and those are single hull
24 ships. And I want to know what would happen if one of them
25 ends up trashed, whether it's an earthquake or a collision

1 or a terrorist, there are a lot of different ways a ship can
2 get damaged.

3 I would like you to explore what would happen if
4 the ship were damaged, to the eelgrass, the herring, the
5 salmon, and those of us at the top of the chain that we
6 think about, the people and the orcas.

7 Additionally, I'm also a school counselor and I
8 work with children. And I'm concerned about the clean water
9 and the clean air in this community. I'd like you to
10 measure toxicity effects that would happen on -- not only
11 Lake Whatcom, but all the watersheds in this region as well
12 as the watersheds around the world. CO2, that coal carries,
13 is 24 percent of the world's contribution to CO2.

14 And so what our contribution of increasing coal
15 being burned in this world means, global warming, increased
16 mercury, increase the serious toxins that the doctors have
17 mentioned.

18 I'd like to know what the health effects would be
19 on the people in our community and the people of our world.

20 We are -- this should be reversed. Don't do it
21 because it will affect my backyard. I'm saying don't do it
22 because it affects my world. It's not just my backyard that
23 I'm concerned about.

24 I'm worried about water pollutants and airborne
25 pollutants. I'm also concerned about clean jobs. We have a

1 waterfront to develop; that provides a lot of opportunity
2 for clean jobs. I don't know who would want to develop
3 that, but the trades here, and I'm worried about the
4 long-term toxicity of the jobs at the terminal itself.
5 Thank you.

6 MS. STRAUZ-CLARK: 25, 26, and 27. 25 you're at
7 the microphone. 26 and 27 you're at the desk. Please state
8 your name for the record.

9 THE SPEAKER: My name is Joseph Knight. I live
10 near the town of Nooksack.

11 Currently, 16 to 18 freight and passenger trains
12 per day pass through Bellingham.

13 According to the Washington State Department of
14 Transportation, the main line route north of Everett is near
15 or at practical capacity.

16 The addition of 18 coal trains per day as
17 proposed in the Pacific International Terminal plan would
18 exceed the current capacity of BNSF's main north/south line
19 to Cherry Point.

20 In a letter to Matthew Rose, the CEO of BNSF,
21 Governor Gregoire and others, Richard Ford, the Chairman of
22 the Washington State Transportation Commission, made the
23 following comments:

24 "If significant shipments of commodities from the
25 Rockies are added without BNSF making improvements in its

1 rail network, the economic and environmental impacts would
2 echo throughout the state."

3 He further stated that "multiple additional unit
4 trains moving through communities at a greater frequency
5 than today also may trigger the need for greater
6 mitigation."

7 You will, no doubt, hear more about the impacts
8 of increased rail traffic from communities south of
9 Bellingham. However, I want to focus my comments on the
10 expansion of rail traffic along the BNSF rail line that
11 branches at Burlington and travels east to Sedro-Woolley,
12 and north through the South Fork and Nooksack Valleys and
13 runs parallel to State Route 9 to the Canadian border at
14 Sumas.

15 This line connects to Cherry Point via the
16 Canadian National Rails running through New Westminster, a
17 route over which BNSF has trackage rights.

18 Bellingham officials initially suggested this
19 inland route as a remedy to the congestion problem posed by
20 a single line running from Bow through Bellingham to Cherry
21 Point. BNSF has verbally dismissed this option as
22 impractical based on expense.

23 Is that me?

24 MS. STRAUSZ-CLARK: That means your time is up,
25 sir.

1 THE SPEAKER: Oh, okay.

2 MS. STRAUZ-CLARK: 26 and 27 and 28. 26 you're
3 at the microphone. 27 and 28 you're at the desk.

4 Please state your name for the record.

5 THE SPEAKER: David MacLeod. I'm a lifelong
6 resident of Bellingham.

7 I'm concerned about the increased acidification
8 of coastal waters due to the fugitive coal dust from a coal
9 pile that would be at Cherry Point due to the ship loading
10 process, and I'd like this to be scoped.

11 In addition, I'm concerned about carbon dioxide
12 emissions from burning coal in China, and from coal
13 transport, and its effects on ocean acidification. I would
14 like these impacts to be scoped.

15 I'm also concerned about the contribution to
16 climate change from coal shipped from a Cherry Point
17 terminal to be burned in China. And I would like these
18 impacts to be included in the scope, and also, the
19 cumulative impacts of all proposed coal terminals on the
20 West Coast. Thank you.

21 MS. STRAUZ-CLARK: 27, 28, 29. 27 you're at
22 the microphone, 28 and 29 at the desk.

23 Please state your name for the record.

24 THE SPEAKER: My name is Nancy Hoffman. I'm a
25 lifelong Pacific Northwest resident. I live here because I

1 love living here.

2 I actually live in Bellingham. I have a
3 granddaughter that goes to school in Burlington, and I have
4 a daughter that works at Western, so I do a lot of traveling
5 between Mount Vernon and Bellingham.

6 And very often, inevitably, I'm stopped at a
7 lot of train crossings. Recently, I've been stopped at
8 quite a few more because of the coal train.

9 I would like you to consider the amount of idle
10 time for the people that are stopped at the train tracks
11 because the line is so long. And all of these people that
12 are stopped in there are using up a lot more gas waiting for
13 the train, so that's one consideration.

14 I would also like to speak for elderly people
15 that not only don't have as much of a voice. I have a
16 friend that has COPD and she lives in a retirement center
17 that's right on the train tracks. And she said that every
18 time the train goes by, she doesn't need to listen for it
19 now. She begins a coughing fit when the coal train goes by,
20 so she doesn't need to hear it. She feels it when the coal
21 dust is causing her to cough.

22 I'm also a grandmother of an unborn. I just
23 found out I was going to be a grandma, again, so I'd like to
24 speak for them on what the coal dust and just the
25 environmental impact has on unborn children.

1 And I also have friends that work in China and
2 in Mexico, and they have given their lives to try to help
3 with health issues in those countries, and a lot of it has
4 to do with coal. They're trying to help, if they're going
5 to use coal, to use it so that it doesn't impact them as
6 much.

7 And we see in the United States that coal is
8 not the healthiest thing to use for heat and why -- why are
9 we then thinking it's okay to send it to someone else and
10 make a negative impact on somebody else's health?

11 MS. STRAUZ-CLARK: 28, 29 and 30. 28 you're at
12 the microphone. 29 and 30 you're at the desk.

13 Please state your name for the record.

14 THE SPEAKER: My name is Duane Jager. I live in
15 Bellingham.

16 And I, first of all, want to thank all of the
17 expertise of all of the folks that have come up here. I
18 don't have that expertise, but I do have commonsense.

19 And what I see is that burning coal was a 19th
20 century thing, the fuel of the Industrial Revolution. And
21 in the 20th century, we figured out that there's a negative
22 impact, and so we started having Environmental Impact
23 Statements.

24 But this is the 21st century, and we know that
25 burning coal contributes to global warming. It's a serious,

1 threatening, negative impact on our health and environment.
2 And, today, we live in the 21st century. We don't live in
3 the 20th century. We don't live in the 19th century.

4 And on this 21st century Environmental Impact
5 Statement, we cannot ignore 21st century science. This
6 means that any infrastructure that promotes the burning of
7 coal, must address the environmental impact of global
8 warming.

9 All systems are interconnected. Our health in
10 Whatcom County is affected by burning coal anywhere on the
11 planet. So building a coal terminal contributes to that
12 impact. To not include the environmental impact in your
13 scoping about global warming, would either be dishonest; it
14 would be politically motivated; or it would be dismissive of
15 science-based evidence.

16 So, furthermore, Environmental Impact Statement
17 for GPS seriously -- if the Environmental Impact Statement
18 for GPS seriously addressed this looming environmental
19 hazard, there's no way that the GPS terminal should be
20 built.

21 The good jobs now and in the future, are in
22 developing energy sources that are not fossil fuels. Coal
23 is so 19th century. Be brave. Don't just do what
24 everybody's done in the past.

25 MS STRAUZ-CLARK: 29, 30 and 31. 29 you're at

1 the microphone. 30 and 31 you are at the desk.

2 Please state your name for the record.

3 THE SPEAKER: My name is Logan McKay. I'm on the

4 --

5 THE COURT REPORTER: Please speak into the
6 microphone.

7 THE SPEAKER: -- Western Washington University.

8 I've grown up in the Skagit Valley all of my
9 life, and I've spent a lot of my time hiking the mountains
10 and enjoying the dramatic views of Mount Baker and catching
11 salmon in the sound.

12 I'm afraid the Gateway Pacific Terminal is going
13 to change that. Along the train route, there's over 12
14 cities that have a population of over 50,000 people.

15 I want to know how many people are going to be
16 affected all the way along the rails that will have the
17 effects of coal dust; that a study by Norfolk Southern
18 Railroad concluded that 26 tons of coal can be lost per
19 train, which is leading to an average annual loss of over
20 142,000 tons all across the rail route.

21 If all of the coal that is proposed to be
22 exported through Gateway Pacific Terminal were loaded into
23 dump trucks and placed bumper-to-bumper, the lengths of
24 these trucks would be greater than the circumference of the
25 earth.

1 This coal is choking our earth. We need to
2 figure out how we're going to protect our kids, my kids, and
3 the kids after those, and how are they going to get the same
4 experience that I did growing up here in the Pacific
5 Northwest that we all should have for many, many years after
6 this.

7

8 MS. STRAUSZ-CLARK: 30, 31 and 32. 30 you're at
9 the microphone. 31 and 32 you're at the desk.

10 Please state your name for the record.

11 THE SPEAKER: My name is Matt Petryni. I am an
12 organizer for the Resources for Sustainable Communities, and
13 I'm here to speak about some of the potential marine impacts
14 of this terminal.

15 The coal terminal's emissions, shipping, and
16 runoff threatens our salmon fisheries and critical natural
17 resources. Salmon fishing jobs are extremely important in
18 this county. They are a way of life. They are a livelihood
19 for many people, and it's helped many people in this
20 community continue to feed their children.

21 Endangered species in ballasts' water, physical
22 destruction of our ships in trucking, runoff, coal dust
23 emissions, and the threat of accidents all pose huge risks
24 for our local marine system and the economy resources that
25 our fisheries provide.

1 The terminal site would disrupt over 162 acres of
2 wetlands, according to the application, and these wetlands
3 are crucial to maintaining water quality and habitat. I
4 want the impact on these wetlands to be studied as well as
5 the impact on the surrounding hydrological ecosystem.

6 Coal ships, as a class, are the largest ships
7 employed by mankind, and they navigate the different
8 waterways of the San Juan Islands. There will be 487 making
9 970 transits every year through the Puget Sound waterways.
10 We have to study this, impact of this kind, level, track on
11 our salmon fishing industry.

12 Our salmon fishing industry is a \$13.5 million
13 industry, and it supports 60,460 jobs. That's over ten
14 times the number of jobs that would be directly supported by
15 this terminal.

16 If we use the same multiplier as the terminal
17 proponent, it supports over 11,000 jobs in Whatcom County,
18 which is well beyond anything that we will gain from this
19 proposal.

20 So it's absolutely critical that we study the
21 impacts on the salmon fishing industry, while building
22 corporate North America's largest coal export terminal at
23 the Cherry Point site. Thank you.

24 MS. STRAUZ-CLARK: 31, 32, and 33. 31 you're at
25 the microphone. 32 and 33 you're at the desk.

1 Please state your name for the record.

2 THE SPEAKER: Thank you. My name is Cheryl
3 Crooks. I'm a resident of Bellingham.

4 I would like to thank you for having this hearing
5 today with the opportunity to discuss our concerns.

6 We've heard a great deal about good jobs now.
7 But I'd like to ask you: "What about good jobs later?"

8 I grew up in a small town in the Midwest, through
9 which the coal trains rolled several times daily. When they
10 do, that town is cut in half. There are only a few places
11 where you can cross, from one side of town to the other.

12 The challenge at that time becomes driving down
13 the streets; looking down the streets, can I cross there;
14 can I cross there; can I cross there; until you find the
15 critical spot where you can.

16 And that town started like that. I would like --
17 economically, when I grew up there, it was a very viable,
18 thriving small town. Now they are struggling. It's a very
19 sad thing to go back and see.

20 I would like to request that the EIS include a
21 look at the jobs that are going to be lost due to the impact
22 that this project will have on the train traffic, in
23 particular, because of the heavy access that will remain in
24 the Bellingham waterfront and downtown.

25 Community-wise we still have things to study

1 about that job loss, and I wish you would take a look at
2 that.

3 This project comes at a time when the Port of
4 Bellingham and the City of Bellingham are trying to attract
5 developers in the city to revision and repurpose the Georgia
6 Pacific area. I would like to know, what impact this
7 project will have on our unemployment rolls, once the
8 construction is completed and request that SSA be required
9 to offer job training and placement programs for those who
10 will be laid off after that time.

11 Yes, I say: "Let's build good jobs now in
12 Whatcom County, but let's also build good jobs for later,
13 too." Thank you.

14 MS. STRAUSZ-CLARK: 32, 33, and 34. 32 you're at
15 the microphone. 33 and 34 you're at the desk.

16 Please state your name for the record.

17 THE SPEAKER: My name is Cindy Franklin. I'm
18 concerned about the impact on our atmosphere from the
19 eventual burning of these 48 million tons of coal that are
20 proposed to be exported annually from this project.

21 Burning coal is one of the leading contributors
22 to climate change. This impact is significant, it's
23 unavoidable, and it's extremely adverse. We're talking
24 about the life support system of our planet.

25 Please make sure this global impact on our

1 atmosphere is studied. Thank you.

2 MS. STRAUSZ-CLARK: Okay. I just wanted to
3 introduce two new listeners.

4 We have Francis Eugenio, with the U.S. Army Corps
5 of Engineers and Alice Kelly with the Department of Ecology.
6 They are listening now.

7 And up is No. 33. 34 and 35 you are at the desk.
8 Please state your name for the record.

9 THE SPEAKER: It's Michael Gallegos. I'm from
10 Bellingham, lived here 23 years. I've been a member of the
11 city council, and I'm a retired cable engineer. I've worked
12 for corporations all of my life, until I worked for public.

13 I do have some concerns about the Gateway Pacific
14 terminal. It represents to me a corporate field of dreams.

15 If you build it, they will come. And who do I
16 mean by "they"?

17 You're talking about up to 3,000 unit coal trains
18 per year, each one at least a mile and a half long. We're
19 talking about almost 500 very large boat carriers per year,
20 each one somewhere between 700 and 1,000 feet long.

21 And by the way, these very large boat carriers
22 burn fuel that's much dirtier than coal itself. And in some
23 estimates, it might be in the same order of magnitude with
24 pollution, plus some heavy metals.

25 I guess the point is that all of this coal is for

1 one purpose: It's to ship the commodity to China or other
2 points in Asia, where it is sufficient to justify and fuel
3 the operation of eight, 1,000 megawatt power plants.

4 That is, in effect, this coal from this terminal
5 in one year. So I fear that this field of dreams could
6 become a whole field full of nightmares for those who depend
7 upon our ecology for their living, and that's even before
8 the coal gets burned.

9 For example, one major spill from one of these
10 huge vessels, one collision, the derailment of the trains,
11 the sinking would create significant adverse impact; it
12 would be unmitigable. And, therefore, I would like to
13 propose that a fund of at least \$100 million be set aside to
14 mitigate any problem.

15 MS. STRAUSZ-CLARK: Okay. 34, 35 and 36, you are
16 at the desk. 34 you're at the microphone. 35 and 36 you're
17 at the desk. Please state your name for the record.

18 THE SPEAKER: Good afternoon, everyone, the
19 panel, and thank you for taking your time to be here.

20 My family arrived from Spain in 1529 in this
21 country. The Navajo were here before. I'm a member of that
22 tribe as well.

23 We did not know where our country would take us,
24 but we've come a long, long way. Well, the Navajo, we,
25 these people, have the biggest burden of responsibility.

1 I've been to many, many third world countries,
2 and I can't change each and every one of them, but each and
3 every one of those people in each and every one of those
4 countries are my brother or my sister.

5 In the year 2000, National Geographic did an
6 article about the China buildings, but they all failed to
7 say that they imported from Europeans and the Americans to
8 help them reduce their emissions.

9 If you're not at that table, you have no voice.
10 I would rather be China and having a voice and changing the
11 world to a better world, for each and every brother, each
12 child, each parent, each grandparent.

13 We are one family. So if our family's doing
14 something wrong, we can help them go the right way. If
15 we're not there to help these people learn to do it the
16 right way, I believe that SSA, GPT -- not GPS -- has an
17 opportunity to show the world how to do it correctly.

18 Yes. You can disagree. You have that right.

19 I was in the service, spent four years and almost
20 did 20. You have the right to disagree, but if you're not
21 at that table, you don't have a right to talk.

22 And we need to be at that table to help the world
23 change. Corn can be done; wheat can be done; soy can be
24 done. We can help the world in different ways, not just
25 with coal.

1 MS. STRAUZ-CLARK: 35, 36 and 37. 35 you're at
2 the microphone. 36 and 37 you're at the desk.

3 Please state your name for the record.

4 THE SPEAKER: Hi. My name is Betty Kipp. I live
5 in Van Zandt, Washington.

6 Something I haven't really heard driven here is
7 that power coal is radioactive coal, so that's one thing to
8 think about.

9 I want to point out that we talk about CO2 levels
10 in climate warming; really, we should be thinking about heat
11 as the conductor.

12 And if you're focused on heat, and black
13 substances absorb all light, light reflects black and warms,
14 so black, in a sense, is a heat sink.

15 The density of the structure also affects -- so
16 I'm just pointing it out that not only are these 80 acres of
17 heat coal -- a heat sink -- an enormous, enormous battery, a
18 reservoir of heat, the train tracks and the trains
19 themselves are mobile heat sinks. Just because the train is
20 moving, doesn't mean it's not a hot train moving, so take a
21 look at that.

22 It's not just the burning of the coal that's the
23 problem. The coal itself, it's in earth, is in straight
24 air. And the coal itself is absorbing heat and the
25 atmosphere will not allow it to get out.

1 So the sun comes through, bounces to the coal,
2 it's absorbed. Where does it go? It stays here, so the
3 earth warms.

4 And I want to just say that that carbon and
5 graphite -- graphite is a lubricant. When I worked at the
6 bike shop, when we put graphite on our chains to lubricate
7 them.

8 The tracks covered in coal dust, well, I guess
9 that's a little bit slippery. I'd like to see that examined
10 as to whether the graphite, the carbon, makes the tracks,
11 the train tracks more slippery.

12 So it's hard to measure the heat sink idea, but
13 what I would like to see is existing coal mounds monitored
14 for the temperature surface above and below, and compare it
15 to the wetlands that will be removed and the same way of
16 measuring it. Thank you.

17 MS. STRAUZ-CLARK: Just a quick announcement,
18 there are about ten numbered comment cards available at the
19 welcome desk.

20 If anyone would like to make a comment this
21 morning and would like a card, you can proceed to the
22 welcome desk and pick one up. Some people have turned
23 theirs back in, so please feel free to go do that. It's
24 going to be first come, first serve, of course.

25 And now I'm going to ask for 36, 37, and 38. 36

1 you're at the microphone. 37 and 38 you're at the desk.

2 Please state your name for the record.

3 THE SPEAKER: I'm Bob Aegerter, 78 Northpoint
4 Drive, Bellingham, Washington. I'm a card carrier of the
5 Sierra Club, and we're going to protect Whatcom this
6 morning. But I'm speaking on behalf of my grandchildren.

7 I fear that they've eaten their lunch.

8 Two minutes is insufficient time to speak to the
9 scoping issues that I'm attempting to address. So what I've
10 decided to do, is read to you the title of those scoping
11 comments that I will deliver by computer before January
12 17th; all of them are significant.

13 Exporting coal is a major policy issue for the
14 United States. The scope needs to be from the mines where
15 adequate restoration of the land is not possible, to the
16 coal burning in Asia for the mercury and other contaminants
17 that return to Lake Whatcom to pollute our water supply.

18 Endorse the request for cumulative impact study
19 of the reasonably foreseeable West Coast shipping port
20 proposals. This has been done on the East Coast; there's
21 precedent for this. It's part of the Environmental Policy
22 Act of 1970. Let's get on with it.

23 Scope the draft EIS to include a substantial
24 public Health Impact Assessment. Issues have been cataloged
25 by the Whatcom docs, who spoke to you this morning.

1 Scope the health impacts of clag diesel small
2 particulate exhaust and coal dust. There's been significant
3 new studies of coal dust and diesel particulate matter in
4 the last two years, and current standards do not address
5 these legitimate concerns. You need to address this.

6 Scope a -- thank you. There's much more, and I
7 pledge you will hear from me.

8 MS. STRAUSZ-CLARK: 37 and 38 and 39. 37 you're
9 at the microphone. 38 and 39 you are at the desk.

10 Please state your name for the record.

11 THE SPEAKER: My name is Jeff Margolis. I live
12 in Van Zandt, Washington.

13 I want you to set aside the concept of the main
14 line railroad and think in terms of systems -- systems
15 security and systems redundancy. Advanced industrial
16 systems always engineer for contingencies, theoretical.

17 I live and work next to the farmland route. I
18 own and operate Everybody's Store. I've been there for 42
19 years. My business surrounds the intersection where the
20 rail meets Teston (phonetic) line. I've been watching BNSF
21 operate this rail, installing dependency for ridden rails
22 since last winter.

23 Right now, they're installing ballasts. The City
24 of Burlington is receiving \$11 million for bridge
25 improvement. The Canadian National Railway has recently

1 spent \$300 million on improvements to track between Sumas
2 and Brasseur.

3 In the year 2000, Cascade Transportation Plan
4 forecasted 47 freight and passenger trains per day coming up
5 through this region before any dream of coal.

6 Surely professionals are familiar with the
7 Cascade Institute, Farmhouse Gang, the State of Washington's
8 rail plans.

9 The coastal route needs a pressure relief valve,
10 and that valve is the farmland route through Eastern Whatcom
11 County. Whatcom County is more concerned about adverse
12 impacts than routes through Wyoming.

13 Yesterday headlines were about -- from what
14 Whatcom County assessors question, the impact of this on
15 land values in Whatcom County.

16 So take this farmland route a little more
17 seriously, will you, Folks?

18 The portent of this overpass to relieve vehicular
19 delays, people spoke about medical emergencies. There are
20 nine critical crossings from one end of the county to the
21 other.

22 MS. STRAUZ-CLARK: 38, 39 and 40. 38 you're at
23 the microphone. 39 and 40 you're at the desk.

24 Please state your name for the record.

25 THE SPEAKER: My name is Christopher Grannis, 701

1 Chuckanut Drive North, Bellingham. I was born in Seattle,
2 moved to Bellingham in 1969.

3 I would like to address the cumulative
4 unmitigable, unavoidable impacts of all the coal export
5 proposals up and down the West Coast, including British
6 Columbia.

7 Our house is on fire.

8 Scientists tell us the earth can maintain 350
9 parts per million of CO2 in the atmosphere. It's now 390
10 parts per million and going up. Extra carbon in the
11 atmosphere is causing ocean acidification. Coral reefs are
12 dying all over the world. In Samish Bay, oyster spawn are
13 unable to form shells due to acidification. When I was
14 standing in line this morning, I was told to make it local.
15 Well, that's one of the local connections.

16 Ice sheets are melting at an unprecedented rate
17 threatening coastal communities. Storms, floods, droughts
18 are becoming more severe and more frequent due to the excess
19 energy in the atmosphere.

20 Shipping coal to China is feeding the fire.

21 Please consider, in the scoping process, the
22 impacts caused by increasing CO2 in the atmosphere due to
23 the burning of coal proposed to be shipped to China. The
24 only reasonable alternative is no action. Thank you.

25 MS. STRAUSZ-CLARK: Quick announcement, if you

1 have written notes with you, please leave them behind and
2 that will help us with the transcription.

3 39, 40, and 41. 39 you're at the microphone. 40
4 and 41 you're at the desk.

5 Please state your name for the record.

6 THE SPEAKER: Hi. My name is Andy Basabe. I'm
7 28 years old, and I've lived in Bellingham all my life --
8 Western Washington University, and this is one of my
9 favorite places in the world because of the outdoors that we
10 all share.

11 I think there are two things that the EIS should
12 scope. One is NO2 emissions in Bellingham and other coastal
13 communities and anywhere else along the railroad lines that
14 have valleys or are sheltered by mountains.

15 The Swinomish Indian Reservation has a monitoring
16 station for NO2 where trains idle, creates spikes in the NO2
17 -- three minutes, and those trains are smaller than the
18 trains we'd be experiencing. And I believe Bellingham is
19 experiencing adverse effects as we are sheltered.

20 The other one is industrial noises effect on
21 breeding mammals between here or at Powder Basin. All the
22 railroads tracks will be cutting out the habitat between
23 here and there. Animals will be affected from the noise,
24 and animals are adversely affected from the noise -- and
25 I'll discuss their breeding habitat -- into smaller areas.

1 And we spend a lot of money and we have wolves or salmon and
2 improving the ecology in these areas, and rounded off to
3 spending taxpayers' dollars on these things and then
4 enjoying them at the same time. Thank you.

5 MS. STRAUZ-CLARK: 40, 41, and 42.

6 40 you're at the microphone. 41 and 42 you're at
7 the desk. Please state your name for the record.

8 THE SPEAKER: My name is Robin Leavy, L-e-a-v-y.
9 I agree with many good things that have already been already
10 been stated. I will try to focus on other topics that
11 haven't been spoken of yet.

12 I am a nurse. I live in Bellingham. I have
13 concerns about health impacts, but the physicians who have
14 spoken before me have covered those very eloquently.

15 I also a birdist. I look up in history at there
16 are unavoidable adverse effects, and there is an alternative
17 I would like you to consider. There is that serious
18 burdened quality on life here in the beautiful Pacific
19 Northwest due to the long trains going up full and empty
20 every day.

21 It will reduce access and enjoyment of the
22 coastlines, as that is where the tracks are.

23 All of our parks and our state parks would,
24 essentially, be ruined by the nearly constant train traffic.
25 Increased vibrations from the rail cars would cause

1 increased erosion in the steep banks and hillsides
2 immediately adjacent to the tracks along Eldridge Avenue and
3 Chuckanut Drive.

4 Property values of these lovely homes and condos
5 along Eldridge and just south of Boulevard Park will plunge
6 once the train traffic starts due to noise, vibration,
7 smells, and increased traffic congestion to all the railroad
8 crossings.

9 North of Bellingham Harbor are the migratory
10 birds. This Environmental Impact Assessment must include
11 water fowl, shores, and surveillance so close to the
12 shoreline; and that will undermine that process by the
13 increased trains. What will be -- for bald eagles -- and
14 the eel grass provides habitat for small fish -- sorry --
15 and the great blue herrings.

16 The future needs to be assessed. And how about
17 exporting solar panels? We make it right here in
18 Bellingham. That's the alternative I want you to look into.
19 Thank you.

20 MS. STRAUSS-CLARK: When we get to No. 50, we're
21 just going to take a five-minute break just to give our
22 timer and our court reporter just a moment to use the
23 bathroom.

24 No. 41 you're at the microphone. 42 and 43
25 you're at the desk. Please state your name for the record.

1 THE SPEAKER: My name is Gary Coye. I was born
2 and raised in Bellingham. I live just outside the city
3 limits in Whatcom County right now.

4 I want to quote something that's in the
5 Washington State Parks web site for Larrabee State Park.
6 It's been there since early October. It was there yesterday
7 when I checked.

8 "Current Alerts: Clayton Beach each access
9 closed.

10 The access to Clayton Beach is closed until
11 further notice, due to public safety concerns and to stop
12 public trespass on private property.

13 Previous access to the beach via unauthorized use
14 of Burlington Northern Santa Fe property must be
15 discontinued because of inadequate sight lines for
16 pedestrians to see oncoming trains when crossing the rails
17 and to access the beach area."

18 I am not into conspiracies, but the timing of
19 this just seems so weird.

20 How will access to public beaches, parks, and
21 shorelines be impacted by the coal terminal and associated
22 increase in coal train traffic?

23 For that matter, what about any public land
24 access along the entire rail route from the Powder River
25 Basin to Cherry Point? And I would include those folks in

1 Van Zandt and Acme.

2 We can't mitigate the negative effects in
3 Bellingham out to the South Fort. If it's bad for
4 Bellingham, it's bad for the South Fort.

5 And I want to issue a quote from the National
6 Environmental Policy Act, which created the EIS process in
7 1970, and it says:

8 "That the nation may fulfill the responsibility
9 of each generation as trustee of the environment for
10 succeeding generations."

11 That's our job.

12 MS. STRAUZ-CLARK: 42, 43, and 44. 42 you're at
13 the microphone. 43 and 44 you're at the desk.

14 Please state your name for the record.

15 THE SPEAKER: My name is Tova Vandervern
16 (phonetic) (handwriting illegible) from Bellingham. I
17 worked for about 30 years in developing countries to help
18 them increase their food production.

19 This year the production of wheat in Russia
20 dropped by 20 percent; those taken wheat crop by 40 percent
21 with no productions. India suffered a 22 percent less crop
22 resulting in a 7.8 million tons loss from constant rice
23 production.

24 Rice production dropped in Cambodia, Korea,
25 and -- (inaudible).

1 In August of this year, 80 percent of the United
2 States had a drought condition.

3 Additionally coal burning is increasing global
4 warming and thereby causing more frequent floods, which
5 already include -- will increase corn, wheat, rice, and
6 sugar prices. We need to decrease malnutrition and
7 starvation in poor countries.

8 At the local level in China, there are areas
9 where the people are protesting because of the construction
10 of new coal plants. China is in the course of building a
11 pipeline to get natural gas from central Asia to China.

12 Shipping and selling coal to China now will delay
13 their shifting to natural gas from central Asia so the
14 (inaudible.)

15 So what we are doing and what is SSA doing to
16 mitigate increased starvation and poverty in developing
17 countries? And I hope the EIS can do this.

18 (Inaudible above due to heavy-accented speaker.)

19 MS. STRAUZ-CLARK: 43, 44, and 45. 43 you're at
20 the microphone. 44 you and 45 you're at the desk.

21 Please state your name for the record.

22 THE SPEAKER: My name is Judith Culver. I live
23 west of Ferndale in a beautiful, agricultural, and forested
24 area just three miles from the proposed Gateway Pacific
25 Terminal.

1 I'm here today to ask you to extend the
2 geographical scope of this project as far as you can.

3 I value the clean air, the clean water, and the
4 beautiful green surroundings of our area; this is one of the
5 main reasons that my husband and I moved here six years ago.

6 I have a heartfelt belief that we can do better.
7 We can do better than an 80-acre coal pile and 487 Panama
8 and cape-sized ships in a valued marine resource area. We
9 can do better than destroying the sacred sites, the burial
10 grounds, and the valued marine resources of our Lummi
11 neighbors.

12 We can do better than provide a few jobs that
13 will diminish over time. We can do better than transporting
14 46 metric tons by rail across four states disrupting 121 big
15 cities and small towns and transecting agricultural areas
16 and ranches.

17 We can do better than destroying Montana and
18 Wyoming with mountain-top coal removal. We can do better
19 than adding over 900 ship transits through the delicate
20 areas of Haro Strait. Thank you.

21 MS. STRAUSZ-CLARK: Thank you. 44, 45 and 46. 44
22 you're at the microphone. 45 and 46 you're at the desk.

23 Please state your name for the record.

24 THE SPEAKER: Hi. My name is Nicole Keenan, and
25 I actually drove two hours to be here today from Seattle.

1 So I want to talk about two reasons why I want
2 you to consider an EIS. One is local, one is global, and
3 they're all personal.

4 So I used to live three blocks away from the
5 train tracks in Seattle. I moved only three weeks ago
6 because the diesel pollution was so bad, the noise from the
7 train throughout the night was so bad, and the train tracks
8 crossed my bus line twice, so it prevented me from getting
9 to work on time pretty much ever.

10 And all of those things combined and on top of
11 the fact that the train tracks are actually across the
12 street from where the small business are in the neighborhood
13 -- I live in Georgetown, Seattle -- basically it prevented a
14 lot of businesses from being able to thrive in that
15 location.

16 So now I'll talk about the global reasons. I'm
17 Filipina, and I still have hundreds of family members --
18 yes, hundreds -- in the Philippines.

19 And every year, there's typhoon season, but every
20 year, it's got increasingly worse to the point now where
21 water sources are so scarce that kids literally fight each
22 other in the street to have water.

23 It is so bad that I can't imagine that we could
24 do anything that would impact the climate without
25 considering what would happen to countries all across the

1 world.

2 The Philippines is part of the United States or a
3 community of 50 years, which is partially why I'm here, and
4 I think that we need to reconsider the partnerships
5 longstanding, both economic and military, that our country
6 has had with these countries, and look at all of the impacts
7 that burning coal in China would have directly on the
8 Philippines and Guam. And Guam is still technically
9 connected to our country.

10 On top of that -- oh, I only have five more
11 seconds, so I'll submit my other comments written. Thanks.

12 MS. STRAUZ-CLARK: 45, 46 and 47. 45 you are at
13 the microphone. 46 and 47 you're at the desk.

14 Please state your name for the record.

15 And do remember when you come up, to sit and just
16 fill out the cards with your spelling and your name, that
17 will allow the transcribers to make sure that your name
18 matches with your testimony.

19 Please state your name for the record.

20 THE SPEAKER: (Speaking native language.)

21 My name is Jeannie Finkbonner. I'm from the
22 Lummi Nation, and I'm a survivor of the Great Flood.

23 I want to start by thanking everybody that's here
24 to think about the issues that are -- that will impact the
25 land and the laws.

1 And I'd also like to open the thought of how it
2 will impact my baby and how will it impact generations upon
3 generations to come.

4 I was called as a witness to our -- our ceremony
5 that we had out at Lummi at the Cherry Point site. That was
6 an honor for me because our people, that's how we -- we
7 documented these things. We would call witnesses so that
8 generations upon generations would remember it, and now my
9 generation, I can pass this on.

10 I can date back 165 generations to that land up
11 there. I have family that fished those waters ever since I
12 can remember, and the issues of how it will affect our
13 environment are important to me. Even more so, how it will
14 affect my culture is equally, if not more, important to me.

15 Because this -- this is something that keeps me
16 going as a person. It's something that holds my people
17 together, and this will be wiped away from my great
18 grandchildren to come and their great grandchildren.

19 The issue is -- sounds like a lot of it is the
20 benefit is just jobs, that that's what would benefit us.

21 There's many other ways to have jobs that won't
22 affect -- (Timer sounds to end speaker's testimony.)

23 MS. STRAUZ-CLARK: 46, 47, and 48. 46 you're at
24 the microphone. 47 and 48 you're at the desk.

25 Please state your name for the record.

1 THE SPEAKER: Hi. My name is Becky Campbell.
2 I'm a Bellingham resident, a wife, and I run a small
3 business in town.

4 I ask that a full and very extensive study be
5 done with respect to the coal trains, especially on health,
6 mental and physical, of our community.

7 This is significant for me because I have chronic
8 health issues, and I walk a very fine line of being able to
9 work and be a part of our community with a small business
10 and not working. And if I can't work because of health
11 issues, I would like a study to be done on the economic
12 effects of that. Imagine all of these people not being able
13 to work; having to go on with a disability; having to be
14 paid for because they cannot work.

15 And I ask because it's very important because so
16 many people can get sick, and I'm one of them. And I know
17 many that can't be here today, that are in their homes
18 because they cannot come here, and you will definitely be
19 hearing from them.

20 And I also -- when it comes to reading quotes,
21 that I'm sure many of you have heard, and it says because
22 when we think of our survival, each new generation is
23 responsible to ensure the survival of the 7th generation.

24 This is important. These jobs might not be here
25 in our 7th generation, but we need to really look forward

1 and look at what it's going to affect.

2 And, also, look at what we're hearing. We can
3 show the world by doing it correctly, by having clean power
4 and not having the coal here. Thank you.

5 MS. STRAUZ-CLARK: 47, 48, and 49. 47 you're at
6 the microphone. 48 and 49 you're at the desk.

7 Please state your name for the record.

8 THE SPEAKER: Tim Douglas. I was the Bellingham
9 mayor for 13 years and then Community Trade and Economic
10 Development Director for the State of Washington for
11 Governor Locke.

12 I have three things that I ask you to look very
13 carefully at as we review this particular Environmental
14 Impact statement. All of them are economic, and they all
15 relate to the responsibilities that cities and other local
16 governments have to provide the necessary transportation
17 systems to make sure that our communities are successful.

18 The first is, we have many just-in-time
19 industries now, aerospace being the primary one right now.
20 They are affected if their employees cannot get to work on
21 time or if their materials can't get to the client just in
22 time for the production.

23 I ask you to look very carefully at the impacts
24 of this proposed project and what it would do for the
25 transportation systems and the ability for just-in-time

1 arrival, of both materials and personnel.

2 I ask also you to work with the Association of
3 Washington Cities to look at the impacts that this project
4 would have on the ability of local -- local governments
5 throughout the entire length of the coal shipments, on their
6 ability to provide emergency medical and fire services.

7 It is critical that we can get people quickly to
8 the scene of any fire or medical emergency, and there is
9 clear indication that that would not be the case unless
10 substantial improvements were made, and that brings me to my
11 final point:

12 The taxpayers should not have to pay for a
13 private business that is profit-making; therefore, we should
14 be looking very carefully, and I ask you to do that in the
15 EIS and what -- to what extent the cost of any improvements
16 to take care of personnel safety as well as just-in-time
17 work and materials. Make sure that those are paid for, and
18 not out of the taxpayers' pocket. Thank you.

19 MS. STRAUZ-CLARK: 48, 49, and 50. And after we
20 take 50, we're going to take a very short break.

21 48 please state your name for the record. 49 and
22 50 you're at the desk.

23 THE SPEAKER: My name is Jinny Wolff, and I'm a
24 retired physician living in Skagit County, and I will thank
25 you for taking our testimony today.

1 I'm speaking as a representative for people who
2 live in an area that stands to see no economic benefit of
3 this proposal, and stands to lose potentially a lot.

4 In Skagit County, we're a collection of small
5 communities, many of which are transected by the railroad
6 tracks. We don't have the existing railroad grade
7 separations that would be needed to mitigate the traffic
8 congestion problems that an additional 18 trains a day that
9 would cause something alluded to by the previous speaker.

10 And we belong to over 100 communities from here
11 to Eastern Montana and Wyoming, which stand to be divided
12 into right-side and wrong-side-of-the-track communities.
13 These would be divided depending on where you live, compared
14 to where the schools, hospitals, workplace and business
15 places that you frequent are.

16 I respectfully ask that you include in your
17 analysis what it would cost, what it would take, to build
18 the infrastructure -- which none of these communities
19 currently have -- that would be needed to maintain our local
20 economies and qualities of life, and where that money would
21 come from.

22 A single overpass, I'm told, can cost 10 to 50 --
23 that's \$50 million -- the vast majority of which would land
24 on tax taxpayers' shoulders.

25 One of our citizens recently asked a terminal

1 proponent if the terminal building would fund such needed
2 upgrades, and the response was, "We'd be insane to do that."

3 It may seem that grade separations for traffic
4 congestion in communities such as ours are the obvious
5 answer, the obvious mitigation; or practically speaking, who
6 pays for it? We do.

7 I ask that you determine the real cost of this
8 project and what the corporation that stands to make
9 billions of dollars from it, would -- what they should pay
10 for it, if they're bearing the true cost. And I wonder if
11 they think it's worth it. Thank you.

12 MS. STRAUSZ-CLARK: 49, if you could state your
13 name for the record. You're at the microphone.

14 THE SPEAKER: My name is Peggy Bridgman. I'm
15 from Bow, Washington. I live right close to the Bow siding
16 and the Bow Hill Road crossing, and I can't sleep now.

17 About 2:30 most mornings I get awakened, my
18 husband is too, and it's because the trains go through.

19 And besides that, we live close to the Bow hill
20 siding, so that when the trains have to pull over to let
21 other trains cross, they continue idling. Sometimes, I
22 think one time, it was for three days. It was a long time.
23 It's for hours and hours at least, which makes it smelly and
24 loud in the neighborhood.

25 And then when the cars -- or when the train

1 passes and the car that's on the side of you starts up again
2 you hear all this, "bang, bang, bang, bang, bang," as the
3 cars start moving again, so it makes it real difficult for
4 us to get good sleep at night.

5 We have a little rental house on our property.
6 And our renter, who's been there for 35 years says that if
7 the train goes through, the coal train continues to go
8 through at 18 times a day that he's going to have to move,
9 so that will be an impact on our ability to keep our place
10 going.

11 I'm just one small person, and I don't have a lot
12 of expertise like many people here do today, but there are
13 so many of us all along the trail, along the rail line
14 between Wyoming and Cherry Point.

15 There are a lot of us little folks who aren't
16 influential, but we, certainly, will be impacted and I'll
17 just urge you to take the noise into consideration.

18 Thank you.

19 MS. STRAUZ-CLARK: And No. 50, please state your
20 name for the record.

21 THE SPEAKER: My name is Karen Bloomquist, and
22 I'm a pastor/theologian. And I live just outside of
23 Bellingham. I join my voice with many of the others that
24 have been raised here. I, especially, want to focus on the
25 issue of the crucial importance that the impact of shipping

1 this massive amount of coal would have on the rest of the
2 world, particularly over Asia, but beyond that to the global
3 warming and the climate change that affects of all of us.

4 I've been a part of a group of spiritual leaders,
5 people of faith, from various religions who have come
6 together increasingly and focusing on the fact that we need
7 all a sense of our own spiritual connectedness with people
8 throughout the world and with the rest of creation, to give
9 attention to effects that this will have on others.

10 I think this also becomes, very central, an issue
11 of complicity and what, in fact, will be the image that this
12 area would have.

13 Certainly, our image right now is one that we are
14 concerned about the environment and about the rest of
15 creation. But having moved internationally, I'm quite aware
16 of the fact that the rest of the world is also watching us
17 and saying, "How foolish, really, are they in terms of going
18 back to possible fuel dependency"?

19 I would hope that our image would not be one of
20 continuing to go regressively when, in fact, much of the
21 rest of the world, including Asia, are developing a lot of
22 ways of sustaining creation and moving beyond fossil fuel.

23 So rather than having coal-besmudged image, I
24 would hope that we would continue to maintain that tradition
25 here in Whatcom County.

1 MS. STRAUZ-CLARK: Okay. We're going to take a
2 very short break and start back at No. 51.

3 (Recess taken.)

4 MS. STRAUZ-CLARK: 51, please state your name
5 for the record.

6 THE SPEAKER: My name is Lorraine Holcomb, and
7 I'm an educator, and a citizen of rural Bellingham, but most
8 of all, I'm a citizen of the earth.

9 And so I'd like to speak for all of the people
10 who are not able to be here to speak for themselves.

11 I'd like that the EIS scoping hearing closely
12 look at how burning the amount of coal that we would ship to
13 China will impact not only the animals, but -- which I
14 include mankind all over the world -- but also the plants,
15 how they will be affected in terms of the greenhouse gases.

16 Thank you.

17 MS. STRAUZ-CLARK: 52. 53 and 54, you can take
18 your seat at the desk.

19 52, please state your name for the record.

20 THE SPEAKER: Thank you. My name is Michael
21 Botwin, and I have many concerns about turning Bellingham
22 from a green town, into a coal town. But I want to address
23 two specific issues, and that really is: Emergency services
24 and noise.

25 I live on Cove Road in Bellingham on the west

1 side of the tracks, and there's only one way in and one way
2 out. There are other streets in my community that have the
3 very same situation, where there's only one way in and one
4 way out.

5 If you go a little south to Mount Vernon, you
6 have a whole community where there's only, basically, one
7 street in and one street out, with the emergency facilities
8 on the other side of the tracks. And I suspect this is true
9 up and down the coast of Washington, as well as in Oregon.

10 There are about 18 to 20 new trains that will be
11 going by our house if this project is approved, and that
12 with a mile-and-a-half-long train that I understand it's
13 going to be between six and seven minutes per train, which
14 will add two hours per day of services that will not be able
15 to be provided.

16 In addition, on one occasion, a train parked
17 across the track for up to three hours, blocking any
18 services. In the last year, my next door neighbor that was
19 91, right before he died, had numerous occasions to have 911
20 emergency services.

21 Just this last winter, we had three separate
22 groups of people knocked on our door who got caught in the
23 Sound while they were crabbing and needed emergency -- one
24 group of which needed emergency services because they were
25 so hypothermic.

1 As far as the noise pollution, we can't even talk
2 when the trains go by. We would ask that the EIS adds to a
3 cumulative study of what the impact would be of this project
4 on emergency services and on noise pollution along the West
5 Coast including Washington, Oregon, and British Columbia
6 because it'd really be a shame if so many people paid such a
7 terrible price to profit so very few. Thank you.

8 MS. STRAUSZ-CLARK: 53, 54, and 55. 53, please
9 state your name for the record.

10 THE SPEAKER: My name is Anne Botwin, and I'm
11 here to ask you to study the impacts of constructing a coal
12 terminal, an 800-foot-long-pier on the eelgrass beds at
13 Cherry Point, which is also the thing I want to be
14 researched.

15 If this project destroys and seriously damages
16 the eelgrass beds, it could adversely affect an entire
17 marine ecosystem that depends on it. Without the eelgrass
18 beds, juvenile salmon have no protective shelter and could
19 die and Pacific herring lose their spawning ground and could
20 die.

21 Seems like a small thing, but the Pacific herring
22 are food for salmon; salmon are food for orca whales and
23 people. Without the eelgrass and herring, the entire food
24 chain would be seriously jeopardized.

25 Please study the impacts of lost and diminished

1 impacts on the entire food chain. Eelgrass can be dug,
2 crushed or buried in silt by construction of a pier. If
3 even if it's not killed outright, eelgrass needs sunlight to
4 survive. The shade from an 800-foot-long-pier and the
5 turbidity of the water is continually stirred up by the
6 ships' propellers; both prevent the sunlight from
7 penetrating.

8 And if that isn't enough, the eelgrass can be
9 disturbed by invasive species from ships' ballasts water.
10 I'm really concerned about this.

11 If the orca are forced to relocate because they
12 don't have enough salmon to eat, the economic impacts of
13 this project could be enormous. It will affect people's
14 livelihood, specifically. The commercial fishing industry,
15 Indian fisheries, and um -- (timer interrupts speaker)
16 whoops.

17 MS. STRAUZ-CLARK: 54 and 55 and 56, please come
18 to the desk. 54 please state your name for the record.

19 THE SPEAKER: Seth Vidman. I work at Western
20 Washington University as our campus sustainability manager.

21 The concepts in practice of sustainability are
22 part of our core mission. We made a commitment in 2006 to
23 achieve zero carbon emissions by 2050. This is something
24 that's assisted by state laws introducing carbon emissions
25 for state institutions.

1 Students come to Western looking for an education
2 that is ecological and having social concerns. They know
3 that their area of the country reflects these ideas in our
4 local businesses, our recreational opportunities, and our
5 general way of life.

6 Our neighbor institution, BTC, WCC and NWIC also
7 attract these students interested in the areas such as fish
8 and ecology, environmental education, salmon fisheries,
9 clean energy sites and others.

10 Students know that Whatcom County is a place they
11 can come to be prepared for a job that requires system
12 thinking in the long view.

13 Given the type of degrees that our campuses
14 offer, the types of faculty we employ to teach our classes,
15 and together with the other campuses we are, by far, the
16 largest employer in Whatcom County.

17 What is the economic impact of this coal terminal
18 on this employment? What is the impact of having North
19 America's largest coal terminal on the sustainability that
20 draws students to Northwest Washington to our degree
21 programs, and resulting in investing millions of dollars
22 into our local economy?

23 I can't imagine offering that degree on the Las
24 Vegas strip. I also can't imagine the proposed coal
25 terminal or the train that will feed it, making it into

1 (inaudible) any time soon.

2 MS. STRAUSZ-CLARK: 55, 56, and 57. 55 you're at
3 the microphone. 56 and 57 you're the desk.

4 Please state your name for the record.

5 THE SPEAKER: My name is Elizabeth Schale, and
6 I'm a Bellingham resident and nursing student at Whatcom
7 Community College. Thank you very much for taking our
8 testimony today.

9 I'm not an expert on anything. I'm just here
10 with a few requests.

11 I've chosen Bellingham as the place that I would
12 like to raise my family. So, with this in mind, it's
13 important that I take a long view when looking at impacts to
14 my neighborhood and my backyard.

15 I request that the EIS be expanded to include the
16 cumulative safety and health impacts, not just for the
17 Gateway Pacific Terminal here in Bellingham, but along the
18 entire proposed coal corridor from Montana to China.

19 This can include, but not be limited to emergency
20 response times; diesel coal particulates' impact on our air
21 quality here, and vibration and noise impacts.

22 I also request the EIS to include the impacts of
23 the no-action alternative, so we, the citizens of the
24 Pacific Northwest, have a clearer understanding of the
25 cumulative consequences of either building or not building

1 the entire coal corridor. Thank you.

2 MS. STRAUSZ-CLARK: 56, 57 and 58. 56 you're at
3 the microphone. 57 and 58 you're at the desk.

4 Please do not forget when you come to the desk,
5 fill out your name with correct spelling and print so the
6 transcriber can get the correct spelling.

7 Please state your name for the record.

8 THE SPEAKER: My name is Brad Owens. I live here
9 in Bellingham. I'm president of the Northwest Washington
10 Building and Construction Trades Council.

11 Our council represents approximately 7,000
12 construction workers in Whatcom, Skagit and Snohomish
13 Counties. I'm also a business representative of the
14 National Brotherhood of Electrical Workers.

15 We have approximately 250 of our members that
16 live here in Whatcom County. Additionally, I'm a
17 50-plus-year member of this community. I was born and
18 raised in Bellingham, in Whatcom County.

19 Our council is about putting people to work, and
20 representing working men and women in the construction
21 industry, as well as being good stewards for our
22 environment. We share many of the same environmental
23 concerns addressed here today.

24 We'd like the social and economic effects of this
25 project studied with equal consideration as the

1 environmental concerns. Please consider the following
2 related to construction:

3 We have approximately 30 percent unemployment in
4 the local construction industry. This project would provide
5 an approximate two-year construction period. It would hire
6 approximately 3,500 full-time direct and indirect employees
7 that's filled at half capacity, and approximately 4,400
8 direct and indirect jobs at full capacity.

9 This project would bring into the state and local
10 tax coffers over the two years, during construction, of
11 approximately \$92 million. Total direct and indirect and
12 induced full-time payroll over three years would be
13 approximately \$350 million.

14 These are jobs that pay a good wage, provide
15 health care, and pensions for their families.

16 Please consider the following related to the
17 ongoing operations: The family wage jobs in our community
18 have been seriously eroded with the closure of the closure
19 of Georgia Pacific in the recent past and the decline of our
20 economy. Thank you very much.

21 MS. STRAUZ-CLARK: 57, 58, and 59.

22 57 you're at the microphone. 58 and 59 you're at
23 the desk. Please state your name for the record.

24 THE SPEAKER: My name is Vicky Moyle, spelled
25 V-i-c-k-y, M-o-y-l-e.

1 I'm a teacher and I'm a licensed mental health
2 counselor, and I would like to talk about the unavoidable
3 negative and adverse impacts on our individual and community
4 mental health if this coal project goes through.

5 Unfortunately, these impacts seem to be the
6 unavoidable and inevitable consequences built into a
7 paradigm of a self-serving corporate capitalist system of
8 whom BNSF, Goldman Sachs, SSA Marine, and the coal companies
9 are charter members.

10 This corporate profit system depends -- depends
11 on our alienation from nature, our alienation from each
12 other, our alienation from ourselves, and our alienation
13 from our own experience. This is the definition of mental
14 unhealth, if not downright insanity. The cumulative impacts
15 of such a model actively works against mental health in the
16 communities.

17 I was born and raised in Alaska, and I was in
18 high school when the leasing of Pet. 4 began through the
19 Alaska pipeline. I watched the subtle, but systemic and
20 cumulative mental impacts on a community's mental health by
21 a huge, unnatural influx of money and the culture of
22 corporate reached status quo, and that's it. I do not want
23 this to happen here.

24 I ask you to please extend the comment period. I
25 beg you to please consider the mental and social impacts of

1 this huge enterprise on what is currently a remarkable
2 creative and healthily interconnected community. To destroy
3 that quality of life and commonness of trust and
4 interconnectedness would be a travesty and cost us dearly.

5 MS. STRAUZ-CLARK: 58, 59, and 60. 58 you're at
6 the microphone. 59 and 60 you're at the desk. Please state
7 your name for the record.

8 THE SPEAKER: Hello. My name is Tom Brenton from
9 Whatcom County, Bellingham. I will speak to you about
10 something I know, certainly.

11 I'm not an expert on anything very specific. I
12 know buildings and indoor health and indoor environmental
13 air quality.

14 But I'll talk to you about my son. He lives
15 directly next to the tracks. He has been affected exactly
16 how some healthcare officials have spoken about. His
17 concentration, his sleep habits; he's developed dyslexia,
18 all of this is coming up since he has moved next to these
19 tracks because of sleep deprivation, and he's also developed
20 respiratory conditions, from what I can only assume are the
21 particulates.

22 So I'm asking the EIS to include, along the
23 entire rail system, not just here, to look at every
24 household's occupants and the indoor air quality of those
25 households, and the health effects upon the occupants,

Page 97

1 especially the children because it would be a tragedy to not
2 include the people as part of the environment. That's it.

3 MS. STRAUZ-CLARK: 59, 60, and 61. 59 you're at
4 the microphone. 60 and 61, you're at the desk.

5 Please state your name for the record.

6 THE SPEAKER: My name is Dorris Firm. I live in
7 Bellingham, and so do my grandchildren.

8 I have shared most of the concerns that have been
9 expressed today, but the one I, particularly, want to
10 address is air pollution.

11 My grandson is a -- has a number of serious
12 allergies, one of which is to dust. I also understand that
13 asthma among children -- which my grandson doesn't have
14 thank goodness -- has increased greatly recently.

15 The diesel particulates that Dr. Frank James
16 spoke to you about, are one of my main concerns. They come
17 not only from the locomotives that draw the trains but from
18 the ships in the harbor, and I would like you to, please,
19 address that. I do not know of any kind of mitigation, but
20 that is my concern.

21 MS. STRAUZ-CLARK: 60, 61, and 62. 60 you're at
22 the microphone. 61 and 62 you're at the desk.

23 Please state your name for the record.

24 THE SPEAKER: Hi. My name is Jenny Maida-Young.
25 Good afternoon. I will be short, but it is not sweet.

1 My name is Jenny Maida-Young. I moved to
2 Bellingham three years ago with my husband. We were drawn
3 by the clean air, wild salmon and herring fisheries, a
4 culture of sustainability and a community-oriented
5 lifestyle.

6 Recently, we were shocked to hear that our
7 drinking water from Lake Whatcom harbors the horrifying
8 evidence of heavy metal contaminants directly attributed to
9 coal burned in China.

10 Last month while purchasing mulch on Slater Road
11 in Ferndale, we encountered a mile-long line of vehicles
12 waiting at a rail crossing for a coal train to pass through.

13 I pictured an ambulance caught in that blockage
14 waiting for 100 coal-loaded rail cars to pass, and then
15 again, and another one and another one and another one,
16 every day.

17 I have a friend in Birch Bay. Originally, I felt
18 envious of her living so close to the water and islands at
19 the Samish Sea, until she told me there was coal dust on the
20 side of her house, and she realized her local community was
21 breathing that dust.

22 More trains going through would, literally, be
23 adding injury to insult. These issues need to be addressed
24 in your scoping process. Thank for your time.

25 MS. STRAUZ-CLARK: 61, 62, and 63. 61 you're at

1 the microphone. 62 and 63, you're the desk.

2 Please state your name for the record.

3 THE SPEAKER: My name is Bill Young. Good
4 afternoon. Thank for holding this public hearing.

5 I'm deeply concerned about the proposed Gateway
6 Pacific Terminal and its associated rail traffic. I
7 strongly urge you to conduct a comprehensive study of the
8 cumulative impacts on rail lines that the GPT's trains would
9 cause, both within Whatcom County and along the entire rail
10 corridor through the Northwest.

11 These are significant, unavoidable impacts that
12 cannot be mitigated. A reasonable alternative is no coal
13 ports.

14 The proposed GPT's numerous long and heavy coal
15 trains would likely cause significant damage to rail line
16 infrastructure, increasing maintenance costs and
17 necessitating more frequent and extensive track repairs,
18 expensive new sidings, overpassings, and crossings would
19 also be required to accommodate the additional train
20 traffic.

21 Without such improvements, rail safety will be
22 seriously compromised, posing a significant risk to public
23 health and safety throughout the region.

24 The resulting taxpayer-subsidized rail
25 improvements would place a heavy burden on already stressed

1 local economies, diverting public funds away from
2 much-needed infrastructure and essential programs and
3 services.

4 The taxpayers cannot afford to absorb such risks
5 and high costs.

6 Please heed the requests of concerned residents
7 and produce a thoroughly scoped, programmatic Environmental
8 Impact Statement, including all rail-related impacts the
9 proposed GPT and other coal ports would cause. Thank you.

10 MS. STRAUZ-CLARK: 62, 63 and 64. 62 you're at
11 the microphone. 63 and 64 you're at the desk.

12 Please state your name for the record.

13 THE SPEAKER: My name is Richard McClenahan. I'm
14 a board certified family physician in Bellingham, and I'm
15 speaking in my capacity as a primary care physician, who
16 daily treats chronic illness, such as cardiovascular
17 disease, asthma, and cancer.

18 I'm also speaking as a member of Whatcom Docs,
19 which we've heard earlier, is a group of 205 local
20 physicians, who were unified for the purpose of insisting
21 that this process -- which you have been given the awesome
22 responsibility for -- included a rigorous and comprehensive
23 evaluation that will impact human health by this project.

24 It has been a surprise to those of us that have
25 educated ourselves about this, that historically, impacts

1 have not adequately been evaluated in most Environmental
2 Impact Assessments.

3 We respectfully insist that you perform a Health
4 Impact Assessment as an integral part of this process with
5 qualified experts in the areas of human health that this
6 project will impact. Those include those from the
7 following:

8 1: Diesel particulate matter. I want to know
9 specifically how much increased DPM will be present, not
10 only averaged through the county, but more importantly,
11 along the populated corridor that this rail traffic will be
12 concentrated.

13 I want to know, cognizant of the abundant
14 evidence that the scientific literature has that links to
15 the DPM to cardiovascular disease, asthma, and cancer.

16 How many increased sick days, hospitalizations,
17 ER visits, and deaths will be expected with this project?

18 No. 2: Railings crossings.

19 As a primary care physician, I know the
20 importance of time when it comes to emergency services and
21 matters of life and death that come down to minutes.

22 The HIA must include specifics on how many
23 crossings will be affected and for how long, and what effect
24 that will have on our communities' health.

25 No. 3: Noise. The Health Impact Assessment must

1 evaluate the noise impact thoroughly, and quantify how the
2 increased noise would be expected and how many individuals
3 will be impacted by that. Thank you.

4 MS. STRAUZ-CLARK: 63, 64, and 65. 63 you're at
5 the microphone. 64 and 65 you're at the desk. Please state
6 your name for the record.

7 THE SPEAKER: Hello. My name is Alex Epstein.
8 I'm an organizer from Fuse Washington.

9 I'm here to urge you to consider the impacts, the
10 cumulative impacts, of all ports that are proposed, as well
11 as the impacts that it will have on climate change.

12 Since I was 18, I've had the opportunity to work
13 with countless young activists from 35 different campuses
14 throughout this country.

15 I've worked with sons of coal miners in West
16 Virginia and I've worked with daughters of coal workers.

17 I've seen a lot of different issues. I've run
18 campaigns for president -- for presidential elections as
19 well as my generation.

20 And I've seen across this country, there's one
21 issue that my generation is willing to risk their life for:

22 And that is the issue of climate change. That is
23 the issue that we are going to be fighting for. It's our
24 generation's fight.

25 We live in a global generation. We're part of a

1 greater global community, and we see -- we're sympathetic
2 towards the needs of those all around the world. We see
3 that our choices have serious implications around the world.

4 The costs of the Gateway Pacific Terminal
5 wouldn't be seen the first day when we extract that coal
6 from the Powder River Basin. They wouldn't been seen,
7 first, either when we freight that coal to Bellingham or one
8 of the port cities, proposed cities, and we ship that to
9 China.

10 It wouldn't even be seen when my children are
11 growing up. It will be seen generations and generations to
12 come. And there's no way for us to focus just on the
13 community.

14 But I urge you to look globally, to think of the
15 global implications and the contributions the Gateway
16 Pacific Terminal will have for climate change on our globe
17 because I believe if you look at the true costs of
18 extracting, transporting, and burning that coal, you'll see
19 that the costs and risks are entirely too high, and I urge
20 you to please consider those implications. Thank you.

21 MS. STRAUZ-CLARK: 64, 65 and 66. 64 you're at
22 the microphone. 65 and 66 you're at the desk.

23 Please state your name for the record.

24 THE SPEAKER: My name is Jamie Douglass. I live
25 in Birch Bay, so just north of the site where the terminal

1 is proposed.

2 I wanted to share with you my own personal impact
3 statement -- or study I've done. This is my granddaughter.
4 She's 11. Her name is Elisa. Elisa is bright. She's
5 artistic, likes gymnastics. She also has asthma.

6 I'm concerned about what the impact on her would
7 be of having a coal terminal within three miles of where we
8 live. I'm also concerned that if she had a respiratory
9 event, how the train traffic would affect an ambulance or
10 getting her to an E.R.

11 Also, she loves to go down and play in our whole
12 area. There's a resort, kind of, Birch Bay environment.
13 She loves to go to The C Shop and get ice cream. I wonder
14 about the trade-off from jobs from our tourist-like
15 environment for jobs to export coal.

16 It's hard for me to see people wanting to come to
17 Birch Bay for vacation and having to wipe coal dust off of
18 their cars. I thank you for your time.

19 MS. STRAUZ-CLARK: Is 65 here?

20 Okay. We'll take 66. If 65 comes back, we'll
21 take them then. Will 67 and 68, please come to the desk.

22 66, please state your name for the record.

23 THE SPEAKER: My name is Cathie Bertola, and I'm
24 a mother of two wonderful children here in Bellingham, and
25 I'm a graduate student at Western Washington University. I

1 work with the school district as a substitute teacher. And
2 I hear quite a bit about children and their development;
3 it's really important to me.

4 Um, I love this place. I could live a lot of
5 other places, and I have. I've lived here for 20 years and
6 I intend to stay here.

7 I was part of a focus group for that -- as a
8 save-the-marine sponsor. They never told us anything about
9 coal. They just wanted to know how we felt about this
10 terminal that might be built.

11 I wish I'd known about the coal. I would have
12 probably said something a little different than I did, but
13 my -- the big vision that came to my mind as a mom and one
14 of my children has special needs, is how many accidents are
15 going to be -- how much human life is going to be lost along
16 the railway?

17 So what I really want to have looked at, is
18 between the Powder River Basin and here, how many deaths
19 occur along the railway -- that's people walking; that's car
20 accidents -- every year.

21 And then we are going to need to project if more
22 trains are coming through, how many deaths will result and
23 how many injuries will result. And I want to see that
24 information made public.

25 We don't hear about all the traffic accidents

1 that occur with trains nationally. We just don't hear about
2 it. I think our awareness has been raised recently, and now
3 I'm getting stuff coming across on Facebook all the time,
4 but I want to see those numbers, and I want to see them in a
5 paper. Thank you.

6 MS. STRAUSZ-CLARK: 67, 68, and 69.

7 THE SPEAKER: Mary McDowell, Bellingham,
8 Washington, homeowner and private citizen.

9 This is a picture of my mother, one of the first
10 women coal miners in this country. She died in '80. She
11 did not have black lung.

12 This is a coal-bearing tag from my father, a coal
13 miner. He died at 52. He went into the mine at 8 years of
14 age. He did not have respiratory protection. She did.
15 They were both 200 feet underground.

16 I am pro-GPT. Unless you're 200 feet
17 underground, you have way more than you know to work with.

18 I spent my childhood on the Pennsylvania scene,
19 trains and the mines were a few feet away from our house.
20 My mom and dad both worked around, on, and near tracks,
21 trains, and coal.

22 I played in the lakes and rivers. I rode, sled
23 rides down the hill and dirt bikes on the tail end of the
24 mine, year round.

25 Those areas are now golf courses, parks and

1 tourist attractions. My husband and I moved here in 1985
2 from the islands. Our livelihood has been dependent on
3 fisheries, travel, tourism, and infrastructure.

4 I've worked mere feet from the tracks for the
5 last 17 years. Bellingham is what it is because of the
6 trains, the coal, the fishing, the logging, and then
7 tourism.

8 I am a poster child of what could happen if you
9 grew up around coal, and I've never been sick a day in my
10 life because of it.

11 I do, however, have PTSD from the outcome of two
12 gas line explosions into the city where I lived.

13 We cannot survive on tourism and retail alone.
14 We need good jobs, we need industry, and we need it now.
15 Thank you.

16 MS. STRAUZ-CLARK: 68, 69, and 70. 68 you're at
17 the microphone. 69 and 70 you're at the desk.

18 Please state your name for the record.

19 THE SPEAKER: Hi. My name is Sears Taylor. I
20 live in Bellingham. My condo overlooks the railroad train.

21 For the first ten years I lived here, I was
22 overwhelmed by the train noise, so I really want to live in
23 a world where there is no train noise; where's there no
24 train delays; there's no accidents; there's no disease;
25 there's social justice; no animals are mistreated -- oh,

1 wait, wait.

2 You can't help me with that, can you?

3 That's not the real world.

4 We live in the real world. I've sat through --

5 I'm surprised. There's four of us who spoke out -- four,

6 for this terminal.

7 I ask your committee to wade through the National

8 Inquirer-like presumption of knowledge that was thrown out

9 here today and focus on what you can focus on: Train

10 crossing, emergency things that are local.

11 What could China -- the racism against China that

12 I've seen today is appalling. The Chinese will solve their

13 coal burning problem. We don't have to.

14 It's not your responsibility, so do not let us

15 get caught up in the Al Gore global warming thing. That's

16 not the issue, the issue on global issues.

17 Yes, can you get to the hospital back and forth?

18 Yes, that's an issue.

19 Are the trains spewing dust all over? This last

20 comment about cars being covered with coal dust; that's

21 complete nonsense.

22 You have the most difficult job. Do not be

23 stampeded by what you've heard today, and focus on the

24 commonsense issues.

25 I would most benefit, as a senior, with no

1 responsibilities and money coming in from previous
2 investments, to shut down everything.

3 Let me live in Disneyland, no trains.

4 But I'm worried about the future, the kids that
5 need jobs. And working as a waitress, hustling food for old
6 people, is not the kind of jobs and what the economy needs.
7 Thank you.

8 MS. STRAUSZ-CLARK: 69 you're at the microphone.
9 70 and 71 you're at the desk.

10 Please state your name for the record.

11 THE SPEAKER: Peter Frye, Bellingham, Washington.

12 I do not believe that it is in the interest of
13 Bellingham, Whatcom County, State of Washington, or the
14 United States to mine coal from Montana and ship it
15 thousands of miles by rail, and then export it to China, to
16 come back to us as air pollution and cheap consumer products
17 that we don't need.

18 We are not some third world country desperate to
19 mine our natural resources and sell them to some industrial
20 giant because that is the only card we have to play. We can
21 and must do much better than that.

22 Keep in mind I am not opposed to any industry.
23 We already have two oil refineries and -- out here in
24 Whatcom County.

25 Unlike the Gateway Pacific Project, these

1 industries import raw materials, refine them, and then
2 export them as a valued, additive product that gives us
3 family-wage jobs.

4 The only benefits that Gateway Pacific Terminal
5 will provide is a few jobs and money in the pockets of a few
6 wealthy investors.

7 The negative impact of the Gateway Pacific
8 Project not just for Bellingham or Whatcom County, but for
9 the many towns that these trains travel through, including
10 human health, natural environment, property values, quality
11 of life, and local businesses -- and I urge you in your
12 scoping of the EIS to consider all of those impacts, human
13 health, natural health, quality of life, property values,
14 and impacts to businesses. Thank you.

15 MS. STRAUSZ-CLARK: 70, 71, and 72. I just want
16 to pause to make a quick announcement.

17 There may still be some numbers at the welcome
18 desk, so, please, if you're interested in making a comment,
19 there may be some numbers.

20 So, please, if you'd like to make a comment,
21 there may be some numbers at the welcome desk, so check in
22 with them.

23 70, please state your name for the record.

24 THE SPEAKER: I'm Pamela Boson. I'm from
25 Bellingham, and my comments are from the perspective of a

1 cultural creative, which doesn't necessarily fit your box of
2 four categories, but that's kind of my point.

3 Human beings are truly amazing. We can learn
4 foreign languages, grow nutritious food, make beautiful
5 music; we look back in time with telescopes into space; and
6 crash subatomic particles together to try and understand the
7 nature of the universe. When we imagine, we figure out ways
8 to fulfill our dreams.

9 The idea of shipping coal to Asian markets is not
10 a dream of humanity. It is not an idea that results from
11 thinking about the future and what will make our
12 grandchildren thrive and our oceans full of diverse life,
13 and our support systems healthy and nurturing and generous.
14 It's a plan to make a lot of money for a few robber barons
15 and some shareholders.

16 If you, whoever you are, were in charge of
17 inventing the future, would you turn over your dreams for
18 humanity to markets of slavery and pollution that deny our
19 interdependence and that hasten our own destruction?

20 Because anyone who makes the decision that allows
21 shipping megatons of coal a year to Asian markets is
22 choosing to value a quick dollar over a host of dreams.

23 We could be working toward a future of clean
24 energy, healthy ecosystems, and communities of people who
25 collaborate to make life better. We should be doing that.

1 We should not have to be standing here trying to
2 justify our desire that our future generations be able to
3 exist in a livable world.

4 Yesterday's power source is oppositional to
5 innovating for a better quality of life.

6 Thank you.

7 MS. STRAUSZ-CLARK: 71, 72, and 73. 71 you're at
8 the microphone. 72 and 73, you're at the desk.

9 Please state your name for the record.

10 THE SPEAKER: Hi. My name is Bruce Kraig, and I
11 have lived in Bellingham for 27 years. I lived about 200
12 feet from the tracks for about 26 years now.

13 I just want to start on the global sense, that
14 healthy ecosystems are vitally more important for sustained
15 life on earth than healthy economies.

16 And next, I want to say that I'm honored to enjoy
17 the miracle of life in the sacred homeland of the Lummi
18 people, and I want to honor them. This GPT will be built on
19 their most sacred land. It will have a huge impact on the
20 quality of the earth and the sky and the water on which they
21 depend.

22 For a little while, I would like to take a moment
23 of silence for all the destruction that European immigrants
24 have done to the Lummi people over the last 150 years.

25 (Speaker pauses in a stance for silence.)

1 Thank you. I'm infinitely opposed to this
2 project from start to finish from Powder River to China; it
3 is not what we need as human beings to sustain life.

4 Now, I want to finish with a song.

5 "Mother earth is hurting. Hear her now. We are
6 her children. We need her.

7 Mother earth is hurting. Heal her now. We are
8 her children. We need her.

9 Mother earth is hurting. Heal her now. We are
10 her children. We need her."

11 Thank you.

12 MS. STRAUZ-CLARK: 72, 73, and 74. 72 you're at
13 the microphone. 73 and 74 you're at the desk.

14 And please state your name for the record.

15 THE SPEAKER: Larry Blanchard. My wife and I
16 were born and raised in Washington. We moved here about ten
17 years ago. And we moved here because this is the best spot
18 in the world. I've been to 42 countries, and New Zealand
19 comes close to this area, but not quite. We've got
20 everything here. All outdoor sports are available. My wife
21 and I do all outdoor sports, and we love it here.

22 I have one question before I get started here:
23 Where's our legislators?

24 I've been watching the hallways. I looked
25 outside; I looked inside. There's no legislators here to

1 hear all of this. They should be listening to this. It's
2 overwhelming.

3 What are they doing? They're on vacation until
4 after the elections? Where's Carson? Where's Cantwell?
5 Where's Patty Murray? Where's Erickson? Where's Vincent
6 Buys? None of them are out here. Oh, there you are. Right
7 there, okay. Oh, you're not one -- sorry.

8 Anyway, they should be here to hear all of this.
9 It's astounding.

10 And I want to mention that I've studied all the
11 vast majority of coal terminals on the plant, and I just
12 looked at two Australian ones this morning. And they were
13 constructed with a force of 650 people and one was 600 --
14 and so I don't know about any of this 4000-person mark in
15 construction.

16 In Googling most of the coal terminals around the
17 planet, two facts stick out.

18 Fact No. 1: The vast majority of coal terminals
19 greatly expand their capacity once they're built.

20 After they're built, they double in size. They
21 triple in size. You go on the web, you can see it.
22 Colloseum has doubled in size, you know, Prince River, most
23 every one of them.

24 I would like to ask the scoping committee, to
25 scope what happens if we jump from 18 extra trains a day to

1 36 extra trains a day; is there a cap on how big this
2 terminal can get? Thank you.

3 MS. STRAUZ-CLARK: 73, 74, and 75.

4 73 you're at the microphone. 74 and 75 you're at
5 the desk.

6 Please state your name for the record.

7 THE SPEAKER: My name is Vince Lalande, and I
8 live here in Bellingham.

9 And I run a small business with two locations.
10 Ten years ago, we had -- well, I was the one employee and I
11 -- since I've been the owner, we were fortunate enough to
12 hire 25 to 30 people at different times. And thanks to the
13 support of the community, we've been doing well.

14 And I wrote a whole bunch of notes, and after
15 hearing the other gentlemen speak, I just wanted to kind of
16 change and go off the cuff, and waste my two minutes this
17 way.

18 My dad, you know, would always say to me when I
19 was young, "There might be a shortage of jobs, but there's
20 never a shortage of work."

21 And the work that we have at hand right now, our
22 generation and all of us living right now, is to clean up
23 the mess that the -- that our forefathers have created.
24 They didn't do it because they thought -- they didn't do it
25 because they were trying to waste our resources or pollute

1 our water or pollute our air; they did it because it was a
2 job. And they had the job, and they didn't know better. We
3 know better now, and we have to act on what we know.

4 So I'm hoping that the EIS scope will include, as
5 wide a range of effects of this coal burning from when it
6 started up to where it's burned.

7 I'm hoping that this comment period, that anybody
8 who gets up here can say that I share the concerns of
9 everyone who has said every concern they have opposing it,
10 rather than me having to read down and hit every particular
11 bullet point.

12 As a business owner in our town, I can say that
13 we have a unique opportunity to keep creating a healthy and
14 sustainable and economically viable downtown business area.

15 And we have a unique opportunity with the ending
16 of GP, and I want the EIS scope to include the opportunity
17 costs. What are the real costs that will be incurred when
18 you consider what we cannot do with our opening of our
19 downtown waterfront because of this project?

20 MS. STRAUSZ-CLARK: Thank you.

21 THE SPEAKER: Thank you very much.

22 MS. STRAUSZ-CLARK: 74, 75, and 76. 74 you're at
23 the microphone. 75 and 76 you're at the desk.

24 Please state your name for the record.

25 THE SPEAKER: My name is Andronetta Douglass, two

1 "s"'s on Douglass, and I work in Birch Bay.

2 I moved up here two years ago with my husband,
3 who's a computer architect for a large company and works for
4 a chain.

5 We have just opened our own business, which is a
6 software research company. We could easily leave this area
7 if the quality of life dropped. We would like you to look
8 at what the economic impact would be of technology companies
9 that are easily mobile, such as software companies -- would
10 have, if we left the area due to the environmental impact.

11 I'm also -- previous to this, I've had a history
12 of 40 years as an RN, including intensive care and
13 pediatrics and geriatrics. And I was a case manager for
14 people with CPD and heart failure.

15 I would like you to look at the cost in terms of
16 human suffering from the health impacts. I have seen people
17 severely short of breath. I have been a hospice nurse. It
18 is very difficult to control pain from shortness of breath.
19 Being on a ventilator is an act of human torture. We have
20 to knock them out and paralyze them.

21 So I really want you to look at, would you want
22 to suffer this kind of pain and suffering for the few jobs
23 that we'll actually get from this? The human suffering is a
24 terrible thing.

25 And I have taken care of babies that have died

1 because we had to use such high pressure that we blew holes
2 in the lungs because of asthma. This is not a small thing
3 to me. You saw my husband up here with a picture of our
4 granddaughter, but hers is not nearly the suffering that
5 I've seen as the babies that I took care of who had such
6 severe asthma. Thank you.

7 MS. STRAUZ-CLARK: 75, 76, and 77. 75 you're at
8 the microphone. 76 and 77 you're at the desk.

9 Please state your name for the record.

10 THE SPEAKER: Thank you. Hi. My name is Cahie
11 Fleming. I live on the San Juan Islands, and I'm concerned
12 about the increased risk of oil spills in the Salish Sea
13 from at least a thousand -- almost a thousand more boat
14 carrier ships, some the size of the Empire State Building,
15 will bring to our region.

16 I am hoping that you'll study, not only the
17 increased risks of oil spills from the GPT ships, but also
18 from the other proposed export terminals in our region, and
19 making that a cumulative impact study that also risks to our
20 region; in addition to coal export terminals, tar sands
21 shipping that could be coming down from Canada as well.

22 We, in the San Juan Islands, will be in the
23 middle of all of it, and I hope that you will take a look at
24 that. Thank you. And we'll see you next week, too.

25 MS. STRAUZ-CLARK: 76, 77, 78. 76, you are at

1 the microphone. 77 and 78, you are at the desk.

2 THE SPEAKER: My name is Wendy Courtemanche, and
3 I come to you today as a resident of Bellingham, as a
4 mother, and as a grandmother of two young children.

5 My family was drawn to this area because of the
6 natural beauty, as well as the fact that the people who live
7 here care immensely about the health and wellbeing of the
8 community and of this environment.

9 I'm a registered nurse, and I work as a community
10 health person with pregnant women and newborns all
11 throughout Whatcom County.

12 I'm requesting that a Health Impact Assessment be
13 carried out in regard to the potential adverse health
14 impacts of the proposed coal terminal, including the
15 cumulative and ongoing risk to the health of our community,
16 especially our most vulnerable members, infants, children,
17 and the elderly.

18 I have three health concerns that I'm asking you
19 to address:

20 One, is what is the likely impact of increased
21 diesel particulate matter from the increased number of coal
22 trains and ships on our air quality and respiratory health,
23 including how many more cases of asthma and cancer are
24 expected to result?

25 What is the likely impact on our water quality

1 due to coal dust from open train powders and cruise ships
2 leaching into the local waterways and increasing levels of
3 toxic heavy metals, including lead, arsenic, and mercury?
4 And will this result in increased cancer and neurological
5 disease?

6 Finally, what are the likely health impacts of
7 the increased water and air contamination, due to increased
8 coal burning in Asia? We know the contamination from Asia
9 arrives on our shores, and we are all affected by global
10 climate change.

11 This is our home. This is where we live, work
12 and raise our families. We want it to remain a healthy
13 community for years to come. Thank you.

14 MS. STRAUZ-CLARK: 77, 78 and 79. 77, you're at
15 the microphone. 78 and 79, you're at the desk.

16 Please state your name for the record.

17 THE SPEAKER: Dorthann Cloud. And you see me
18 with this button because I do support jobs, and I would like
19 to see our community be better than kind of going downhill.

20 When GP shut down, a lot of people lost their
21 jobs. And as a result of that, other people, their work
22 slowed down.

23 Like auto mechanics, you know, people weren't
24 bringing their cars in for 30,000-mile checkups. You know,
25 there were 10,000-mile checkups, but there was, kind of, a

1 trickle-down effect.

2 And what I would like the study to take a look
3 at, I'd like the economic impact of, like, maybe the
4 trickle-up effect.

5 The concern is, well, it won't really be local
6 people working. I would like to see local people working;
7 that's where I'm coming from.

8 And I would like to see, you know, good paying
9 jobs, you know, but the training for these jobs, would those
10 come from the local schools?

11 In other words, the tech schools, would they have
12 to bring in -- you know, so if you could look at kind of the
13 economic, impact, in general, of doing this.

14 And then also many people have spoke about health
15 and safety concerns, and I'm not going to personally evade
16 the coal. I mean, is it possible to ship other things, you
17 know, lumber and grain and, you know, other things that
18 aren't so damaging, you know? Thank you.

19 MS. STRAUZ-CLARK: Last call for 78 and 79.
20 Okay. We move on to 80, 81, and 82. 80 you're at the
21 microphone.

22 81 and 82, you're at the desk.

23 Okay. Please state your name for the record.

24 THE SPEAKER: My name is Dillon Thompson. I'm on
25 the Board of Directors for the Fertile Ground Environmental

1 Institute, a local nonprofit.

2 I want to address an impact that I haven't heard
3 addressed yet. It's not really a direct impact, but it's an
4 indirect one that I think is relevant still.

5 And will be caused by people like myself who do
6 not believe that the Environmental Impact Assessment process
7 itself is legitimate because it's corrupt, and who will take
8 matters into their own hands if this terminal is, in fact,
9 put into operation and stop it using whatever means
10 necessary; whether that means putting their bodies on the
11 line or physically dismantling the infrastructure.

12 Now, this might be a surprise to some of you, but
13 I'm going to tell you why it shouldn't be. We've had an
14 environmental movement, hard environmental movement for the
15 past 40 years. If we look at the beginning of that, Rachel
16 Carson's book, Silent Spring, published in 1962.

17 We've had environmentalists for half a century,
18 and yet every living system on the planet has declined and
19 the rate of decline isn't subtle. There has not been a
20 single, peer-reviewed scientific article that's been
21 published in the past 30 years that contradicts that
22 statement.

23 What's happened over and over again is the
24 Environmental Impact Assessment is, basically, these
25 industrialists tutoring developers and industrialists on how

1 to develop and industrialize in a more friendly way and that
2 is not -- that's not possible, okay? Things are getting
3 worse.

4 Where the -- where are the salmon? Where are the
5 pronghorn antelope of the West Coast?

6 There are less and less forests; less and less
7 fish in the waters. We should not be surprised that people
8 are about to take more militant actions when these things
9 are being proposed and built.

10 So I want it under public record that I, for one,
11 will not come out and speak against people who take matters
12 into their own hands to stop these things. Thank you.

13 MS. STRAUZ-CLARK: Last call for 81 and 82.
14 Okay. We'll take 83, 84, and 85.

15 83 you're at the microphone. 84 and 85 you're at
16 the desk. Do we have 83 and 84?

17 AUDIENCE MEMBER: 84.

18 MS. STRAUZ-CLARK: Okay. You're next.

19 THE SPEAKER: I'm next, okay. I'll hurry.

20 MS. STRAUZ-CLARK: When you're done, fill this
21 out. Again, start by stating your name the into the record.

22 THE SPEAKER: My name is Susan Ravet. I live
23 within a short distance of where the terminal will be built.

24 And I want to reiterate what Dr. James said --
25 said in the beginning that this process really is a sham,

1 and we are terrified in Birch Bay.

2 But I will follow the process and ask that you,
3 please, assess coal dust.

4 My biggest concern is that there will be 48
5 million tons of toxic -- toxic heavy metal weight coal dust
6 dumped near my home. I don't care if you dump 48 million
7 tons of peanuts near my home, I would be concerned.

8 But this is a toxic substance dumped near my
9 house, and I have a child, and I live in a retirement
10 community.

11 This is a social justice issue. It is being
12 dumped by retired folks, people who belong to the community.
13 And it is being dumped by a group of people who have already
14 lost 90 percent of their population in indigenous culture.
15 This is a huge social justice issue not to be overlooked.

16 In Tsawwassen, in 2001, they did a study. There
17 were 750 metric tons of fugitive coal dust that was released
18 into the air. That goes into the ground water; the Salish
19 Sea; the food that we eat; it goes into the livestock; and
20 the entire food chain.

21 And so this is a very foreseeable and real
22 problem, and unless SSA Marine has hired Santa Claus to pack
23 that coal dust into his mythical bag, then it will get into
24 the atmosphere. There's no way that 100 percent of that
25 coal dust will be contained and not get into the atmosphere.

1 Also, I'd like to state that was a study recently
2 released that those folks -- I'm talking to you that are
3 pro-coal terminal:

4 You have a three times higher cancer rate. I'm
5 sorry to tell you. I'm done. Thank you.

6 MS. STRAUSZ-CLARK: 85, 86, and 87.

7 85, please state your name for the record.

8 THE SPEAKER: My name is Richard Navas. I live
9 and work in the County of Bellingham.

10 Every year the cost of promoting climate change
11 denial gets higher and higher for the carbon industry.
12 Someday, that cost will get so high that they will say
13 they've had enough, and they will pack up their jobs;
14 they'll pack up their profits; and they will leave town.

15 But they'll leave us with an immense cleanup,
16 very expensive, huge cleanup, globally and locally.

17 100 years from now, our great grandchildren will
18 still be paying for the few jobs we may see today. We don't
19 want those kinds of jobs. Thank you.

20 MS. STRAUSZ-CLARK. Excuse me. I'm still chasing
21 someone down.

22 Please state your name for the record.

23 THE SPEAKER: Hello. My name is Elizabeth Hines
24 (phonetic) (No card available.)

25 I'd just like to say with respect to our First

1 Nation's people, this discussion should not even be
2 happening because this coal train is not going to go into
3 native land. It could happen, but it's not going to happen.

4 So just stop it at this point.

5 I'd like to say there were a lot of words spoken
6 here by an official. And I am sure every one of us is
7 thinking about this, those coal trains go by 24/7, and I'm
8 here as an auditory person as well so here it goes:

9 (Playing cassette recorder)

10 Speaker recorded on audio: 8:20 a.m.

11 (Playing audio of train's noise.)

12 THE SPEAKER: That's 1:20 a.m.

13 (Playing audio.)

14 THE SPEAKER: It's not here yet. It's coming;
15 you hear the rumbling.

16 (Audio continues playing.)

17 THE SPEAKER: I'll spare you the rest of the
18 details, but let me tell you this is nothing like how it is.
19 I live at 608 Boulevard, right down below my house.

20 MS. STRAUSS-CLARK: 87, 88, 89. 87 you're at the
21 microphone. 88 and 89 you're at the desk.

22 Please state your name for the record.

23 THE SPEAKER: Thank you. My name is Mary Ruth
24 Holder, and I live in Mount Vernon.

25 I did not ask the previous speaker to speak right

1 before me, but that's perfect. Seven years ago, my husband
2 and I retired to Mount Vernon from Texas. We chose Mount
3 Vernon because it's a beautiful environment, a resort kind
4 of town.

5 We bought a house above downtown that we're
6 living in that's about 100 years old. We've made
7 improvements to the house and the yard because I'm an avid
8 gardener.

9 We already have three or four coal trains a day
10 passing by our house, so I'd like to respond and I have
11 experience, and this is our experience:

12 Sometimes when the long heavy coal trains come
13 and at night, they wake us up, and they keep us awake.

14 When they come during the day, they drive us
15 indoors. Sometimes I cannot garden.

16 When 18 more coal trains for the GPT come
17 through, are we going to be able to open our windows in the
18 summertime to cool our houses at night? I don't think so.

19 Even friends visiting us this past summer,
20 complained about the noise and they noticed our house
21 vibrating from the existing coal trains.

22 One day my husband and I counted not just what
23 you heard there, but 23 blasts from one coal train; of
24 course, it drove us out the back porch.

25 Please conduct a detailed study on the cumulative

1 impacts including on property and the health impacts of
2 noise and vibration on me, my house, my neighbors' houses,
3 the people in their homes and communities all along the rail
4 line, of 18 more coal trains from the GPT, plus, and the
5 existing rail traffic and the reasonably foreseeable future
6 rail traffic.

7 Please say who will pay the cost of our damages
8 and to mitigate the cost of this harm. Thank you.

9 MS. STRAUSZ-CLARK: 88, 89, 90. 88, you're at
10 the microphone.

11 Please state your name for the record.

12 THE SPEAKER: We have a lot of short people
13 around here (adjusting the microphone.)

14 I'm Barry Wenger, Bellingham, Washington. And I
15 was Senior Environmental Planner for the Washington State
16 Department of Ecology for 26 years until I retired this
17 March.

18 And I spent a lot of that time looking at big
19 picture issues on impacts of really large projects like this
20 project, proposed. I should have worn red, but they didn't
21 let me know about that.

22 Anyway, I have just a couple comments I want to
23 make to you folks here. I'm sending a real long list of
24 scoping comments soon.

25 And, basically, I would like to encourage you to

1 look at the cumulative impact of all -- of all the global
2 facilities on the West Coast, on vessel traffic in ballast
3 water, in particular.

4 Those are areas I don't have a lot of expertise
5 in, but all of the ships when you start tracking where
6 they'll go, they all go up the West Coast, the Pacific
7 Coast, that's the D.C. coast, up to one little tiny pinhole
8 pass, called Unimak Pass in the Aleutians.

9 And then they go on the inside of the Aleutians
10 by the Bering Sea in Bristol Bay a thousand miles out to the
11 other side of the Aleutian Islands, and then they come down
12 to all Asia, China, and everything.

13 That's the same thing for the tar sand ships that
14 are coming down from, proposed, Burnaby and other tar sands
15 to cruise ships. We're the ones that will pit that; if
16 there's an impact, it will all be in the same place.

17 Turns out, the impacts from these vessels are --
18 could be devastating to all the Pacific Northwest salmon
19 because all of the salmon when they spawn, they've got to go
20 down to Columbia River further south; all the smolts go up
21 to the Gulf of Alaska.

22 The research has been ten billion smolts a year
23 go there. If there's a collision between any of these coal
24 ships and the tar sand ships in that area or anywhere along
25 the way, which is very likely with that traffic being

1 increased to about 2,500 ships a year, this is going to be
2 devastating.

3 So, please, track where the vessel goes, and the
4 herring as well, and go off the coast of Smith Island and
5 see what can actually be done still. Thank you.

6 MS. STRAUSZ-CLARK: 90, 91 and 92. 90 you're at
7 the microphone.

8 Please state your name for the record.

9 MR. SPEAKER: Thank you. Good afternoon. My
10 name is Mike Elliott. I am chairman of the Washington State
11 Legislative Board, Brotherhood of Locomotive Engineers and
12 Trainmen.

13 Our union was founded in 1863, and is the oldest
14 labor union in the country. Next year, we celebrate our
15 150th anniversary. Our Washington State Legislative Board
16 was founded in 1904, and is the oldest board of its kind in
17 the country. My board's primary responsibilities are
18 workplace safety, health, and education.

19 On behalf of over 700 locomotive engineers and
20 trainmen across the great State of Washington, we ask that
21 the scoping for the Gateway Pacific Terminal be limited to a
22 localized study.

23 Overbroad scoping will damage both interstate
24 commerce, opportunities and jobs.

25 Rail is a vital resource, and too broad of a

1 scoping study could undermine our ability to compete in an
2 increasingly competitive world market.

3 We compete with Canada, Mexico, and the Panama
4 Canal for vital port commerce. We must avoid hamstringing
5 the U.S. industry with onerous regulations and unrealistic
6 requirements. The key is to keep things reasonable.

7 Demonizing coal and demonizing our trains will
8 not lower the greenhouse emission count by even one single
9 point.

10 Developing countries are still going to buy coal
11 products for their power plants. They will simply buy it
12 from other, less efficient sources.

13 We can help workers in America and assist
14 countries overseas by supporting responsible projects like
15 the Gateway Pacific Terminal Project. Our railroad
16 infrastructure isn't going to collapse.

17 We all need you to take notice to the reality of
18 our own economic plight; the reality that developing
19 countries are going to use coal products; and the reality we
20 can be part of a responsible state-of-the-art export
21 facility right here in Washington State.

22 I respectfully request the Environmental Impact
23 Study be focused on the export facility in question and the
24 rail study focus on Whatcom County.

25 Thank you very much.

1 AUDIENCE MEMBER: Why don't you write your
2 statement instead of --

3 MS. STRAUZ-CLARK: Excuse me, sir. I need to
4 keep it quiet, please. Excuse me, sir. Thank you.

5 I'm going to do this a little bit out of order.
6 I'm going to take No. 89 and then 90 -- we have two 91s.

7 I'm going to take 89, and then 91A and 91B. So
8 89, please state your name for the record.

9 THE SPEAKER: Hello, my name Esther Faber. I
10 live in Bellingham, Washington. My concern is this:

11 I used to have some -- I used to have asthma
12 attacks when I came to Bellingham. I no longer do.

13 My son, however, lives a mile from the tracks,
14 and I'm concerned that I may -- and I'm getting asthma as a
15 result.

16 My son currently does have asthma attacks and had
17 had to go to the emergency a few times. That brings us to
18 two issues:

19 One, is that he was a quarter mile from the
20 tracks. And I'm concerned about the coal dust, the diesel
21 particulate matter that will come from the engines and the
22 effects on his lungs, and, also, the emergency vehicles that
23 he might need in order to get to the hospital to save his
24 life.

25 The other thing I want to -- I want you to study

1 the effects of the diesel particulate matter and the coal
2 dust and the dust on the health of human beings.

3 The other reason I'm here and the reason why I
4 want to say this is because of the beautiful natural
5 environment and the wonderful natural environment.

6 I'm concerned about the waterways all along the
7 rail tracks and the effects on the wildlife and vegetation,
8 the wetlands, the birds, the Puget Sound, and, in
9 particular, at Cherry Point where the terminal is proposed
10 to be built.

11 My understanding is that in Tsawwassen, there's a
12 two-mile area that is a dead zone there, as a result of the
13 coal terminal there.

14 And my concern is that the herring that live in
15 the Cherry Point Marine Reserve, right there, will be
16 destroyed as a result of the coal terminal and everything.

17 Of course, you know, that the salmon depend upon
18 them for their food, and, of course, the orcas depend upon
19 the salmon. We're all connected.

20 MS. STRAUSZ-CLARK: 91. And then after that, 91
21 and 92.

22 THE SPEAKER: Hi. My name is Amy Patrova.
23 (Phonetic) (No sign-up card available.)

24 I live in Whatcom County. I have three points
25 I'd like to share, among many others I can't share.

1 My concern is the cumulative effect the pollution
2 levels have to humankind and the effects of that coal and
3 proposed coal terminal on the local inhabitants and the
4 environment.

5 The geographical proximity needs to be
6 considered. The cumulative effect of having these three
7 large industries within just a few miles of each other has
8 to be addressed together when building the largest coal
9 terminal in the United States.

10 Anything short of this, would misrepresent the
11 true impact to the environment that this land-proposed coal
12 terminal would create. Each limited industry may be just
13 what would create a critical, unusual, and adverse health
14 impact by itself.

15 But the combined impact of all three of them,
16 being significant to endanger human and animal health, as
17 well as the natural environment, the soil, water, the food
18 resources, et cetera. There are more than two issues --
19 systems, species, can become a possibility in a linear or
20 nonlinear or chaotic; meaning that small effects can magnify
21 greatly throughout in a chaotic fashion. Unlimited issues
22 due to soil deposits, due to small wrecks, and even small
23 deposits produce large and unpredictable effects.

24 Consider, for instance, the cumulative effects of
25 toxins and heavy elements and other toxins coming from all

1 three sources on both the human population and the entire
2 ecosystem, including the food, groundwater security, and et
3 cetera, and they build up in the living systems.

4 What are the long-term effects as the well
5 short-term risks and impacts? The cumulative effect of
6 exponential buildup and increasing toxicity in various
7 environmental systems, must be taken into consideration when
8 estimating the environmental impact.

9 How will these long-term cumulative effects be
10 measured? How would the combination of any of those affect
11 a yet unborn baby? Will there be increased toxicity levels
12 in the food chain? I urge you to study this. Thank you.

13 MS. STRAUSZ-CLARK: Okay. 91, 92, and 93. 91
14 you're at the microphone. 92 and 93 you're at the desk.

15 Please state your name for the record.

16 THE SPEAKER: Hello. My name is Laurie Stein. I
17 live with my husband in Bellingham. I'm a retired public
18 schoolteacher.

19 If we really wanted to create thousands of
20 permanent jobs that enhance our community and economy, we
21 could develop our waterfront into a conference center with a
22 first class hotel, wine and theatre, restaurants and shops,
23 but that will not happen.

24 This whole scoping process is a rigged thing
25 based on the assumption that the Gateway Pacific Terminal

1 and increased coal trains will happen, and all we need to do
2 is negotiate compensation for the endless list of negative
3 impacts.

4 As far as this meeting, for the city of 80,000,
5 size, is a futile exercise that deceptively gives the
6 illusion that our community has some voice in a done deal.

7 There is no compensation for the price to be paid
8 for the immense corporate profit projected at our expense.
9 And of all future generations to follow, I might add.

10 Have we learned nothing from the recent financial
11 crises? Large corporations to power companies, privatize
12 their profits, and find a way to socialize their losses.

13 Big money wins every time. This scoping process,
14 with all due respect, is a pretense of interest in public
15 opinion. Projected corporate profit trumps whatever
16 negative impacts we enumerate from local to global.

17 Let's not forget that the one and only goal of
18 this entire Gateway Pacific enterprise is massive corporate
19 profit at any price.

20 MS. STRAUSZ-CLARK: You may wave your hands,
21 please. No applause. Thank you.

22 No. 92, 93, and 94. 92 you're at the microphone.
23 Please state your name for the record.

24 THE SPEAKER: This is John Neighbor, Bellingham,
25 Washington.

1 I've been an environmental activist for 30 years
2 or more, and I can say I am amazed and disgusted that in
3 2012 a project such as this is even being considered at all.

4 I'm old enough to recall the first Earth Day in
5 April 1970, and many portending ideas were projected as to
6 our future on that day and that year, beginning in that
7 year. And little did I know that we would still be
8 petro-chemically dependent when the corporations profit
9 enormously from those endeavors.

10 Global warming is real. You'll notice both
11 political candidates for president are not even talking
12 about it anymore, including Barack Obama, who seems to think
13 clean coal is some sort of an idea. There's no clean coal.
14 There never has been; there never will be.

15 We are at a crisis level on a planetary scale due
16 to global warming. We need to be at 350 parts per billion
17 of carbon dioxide in order for human civilization, let
18 alone, all other plant and animal life on the planet, to
19 continue to exist.

20 As of 2009, we were at 392 parts per billion of
21 CO2 worldwide on average. We are now probably approaching
22 something considerably higher than that.

23 I was listening to Noam Chomsky be interviewed
24 yesterday on Democracy Now, and he clearly stated that now
25 it is projected that instead of a 50-year timeline, they're

1 coming up with nonpolluting, non-CO2 emission-oriented
2 industries.

3 Now the deadline is 2020, and, in fact, a runaway
4 client is currently going on, and there's so many other
5 issues I'd like to talk about.

6 MS. STRAUSZ-CLARK: Thank you. Thank you so
7 much.

8 THE SPEAKER: Okay. Well, we need to -- this
9 project should not go on. It will provide 200 permanent
10 jobs or less. Okay.

11 Thank you so much.

12 (Applause.)

13 MS. STRAUSZ-CLARK: Yeah. I really appreciate
14 how wonderful you've been in using your hands. I need to
15 ask the few that are applauding, we're almost done. So I'll
16 ask you please just to continue to respect the rules.

17 When we're done, if there's time, I can let him
18 finish what he's saying, but please, let's just continue to
19 finish the rules until we get done here.

20 MS. STRAUSZ-CLARK: 93, 94 and 95.

21 93, you're at the microphone. 94 and 95, you're
22 on deck.

23 THE SPEAKER: My name is Christy Allen and thank
24 you for the opportunity to speak. I appreciate it.

25 I live in Bellingham. I live in a property up

1 past the railroad tracks, and I am an owner of a business in
2 Burlington, and both are impacted by the train.

3 The diesel particulate matter is of great concern
4 to me as well as -- I don't know if it would be an impact,
5 but I'm an avid gardener, and we eat a lot of things out of
6 our garden. And having the trains go by, I'm concerned
7 about how that will impact my home and the organic garden
8 and the foods we eat, as a way of being healthy.

9 Another concern of mine is that my business
10 already, with the increased train traffic -- I've had my
11 business in the same location for over ten years.

12 Just within the last year, almost weekly now,
13 there's somebody who's late. I'm a massage therapist, so I
14 have an hour to give a massage, and I have a short period of
15 time to, you know, change clients.

16 And so the train impacts their health. I see
17 when people come in late from the train traffic, that they
18 are very stressed; that they are anxious about being late.

19 They're paying for a full hour, but, yet, not
20 getting a full hour.

21 So I'm concerned about their health and for the
22 stress that it will increase because of this train traffic
23 -- if you consider the length of these trains is quite a bit
24 longer than most trains that go by, so having to sit and
25 then the stress level, I'm concerned about the health impact

1 of that.

2 I had concerns about that, as well as on my
3 business -- I have a fear that people will stop crossing the
4 tracks to come to my office, so I look at that sort of
5 thing.

6 Another thing is the impact on domestic animals.
7 We recently had a worker at our house whose animal was
8 killed by the rail line. It was a significant part of his
9 life and created a lot of stress and grief in his life, and
10 so I'm concerned about the domesticated animals of all of
11 the people that live along the tracks and -- so thank you.

12 MS. STRAUSZ-CLARK: Last call for 94. Okay. 95,
13 96 and 97. 95 you're at the microphone. 96 and 97 you're
14 at the desk.

15 THE SPEAKER: Patrick Allesse, Birch Bay.

16 Listen carefully because I don't know what I'm
17 going to say or which way I'm going to say it. There's so
18 many things here. Basically, "Don't be railroaded."

19 Several years ago, there were hearings dealing
20 with the same piece of property. Chicago Bridge and Iron
21 wanted to build stuff there. People would get up and say,
22 "We need this. We need this. We need the jobs for our
23 kids."

24 And I get up and say, "I don't know about the
25 rest of the people but I'm telling my kids to get a good

1 education and be ready to travel," because at that time if
2 you had talent, you had to travel to get to use it.

3 Paradigms shift. Let me tell you what's
4 happening today. Jobs are seeking out people and people are
5 moving to where they want to live; they like it, and then
6 trying to figure out how to get the jobs there.

7 You will lose people. You will lose people from
8 Bellingham in this area if this project comes in because
9 they'll just move to where they want to live; maybe
10 Colorado, I don't know.

11 That was an interesting set of hearings. It
12 actually ended with Governor Spellman rejecting everything,
13 and it cost him his election but he was Republican, and I
14 have a lot of respect for him.

15 Adam Smith in final profit -- I didn't want to
16 say this before -- is once you get -- after you pay all your
17 expenses, the trouble is the coal industry does not pay all
18 the expenses. It wants to dump it on other people.
19 Last week, I sat down and had lunch with an engineer or two
20 engineers from Powder River, I said, "Hey, we're looking at
21 this coal stuff."

22 He says, "No problem with the coal powder
23 stuff. It's just sort of like, you know."

24 I went to Point Roberts yesterday, and I did
25 print this map. It shows a prevailing wind right on where

1 the things were blowing. I talked to people in here.

2 They were cleaning coal dust off their tables,
3 and so it was a business expense. Thank you. Listen
4 carefully. Good luck to all of us.

5 (Applause.)

6 MS. STRAUSZ-CLARK: We have two 96's, and then
7 I'm down to 97 and 98. So 96 first.

8 THE SPEAKER: Hi. My name is Milan Chavez-Haley,
9 and I'm 11 years old, and I would like to talk about how
10 coal affects us. It pollutes air and affects animals and
11 our medical health.

12 I represent the children of Bellingham and
13 Whatcom County and, please, ask every child that you see for
14 their opinions. Coal affects us. Thank you.

15 (Applause.)

16 MS. STRAUSZ-CLARK: 96, 97 and 98. Please state
17 your name for the record.

18 THE SPEAKER: Joe Ridley. (Speaking native
19 language.)

20 My name is Joe Ridley. I'm a survivor from the
21 Great Flood, and from Lummi, I am.

22 I am here today to oppose this coal, this coal
23 terminal export they want to put on my sacred lands.

24 We need to look at it like this:

25 We wouldn't go and dig up the Vatican and put a

1 coal terminal right there. That's sacred lands to the
2 Catholics.

3 (Applause.)

4 We wouldn't go to Israel and dig up the sacred
5 walls of Jericho and put a coal terminal there, or so on and
6 so forth or the sacred places that they have in Buddhism or
7 Islam; no way is that even an option.

8 So it hurts my heart and it tears my people down
9 to know that this is even an option. Why is this even an
10 option? Why is this open for discussion?

11 It should not be. So my people, we say, "No,
12 this is not negotiable. This is not going to happen." I
13 represent my people in a good way. I'm an Indian activist
14 at the beginning of my journey, and I appreciate this
15 opportunity to come here and express my thoughts and my
16 feelings on what this will do.

17 In 1887, the Dawes Act (phonetic) happened, and
18 over 90 percent of my people were -- had died due to
19 biochemical warfare. This is going to take a toll on our
20 culture and on our identity.

21 You apologized with boarding schools. Don't
22 contradict it, by taking another chunk of our identify. Out
23 there at Cherry Point, I can trace my ancestors back to 165
24 generations. I worked on the Semiahmoo Project for six
25 months. I recovered the remains of my ancestors; don't make

1 me do that again. Because if I get called for that, I will
2 hurt, and it will hurt my people even more. I suffer --

3 MS. STRAUZ-CLARK: 97, 98, and 99. 97 you're up
4 to the microphone. Please state your name for the record.

5 THE SPEAKER: My name is Terri Hall. I am not
6 from Bellingham. I'm from Spokane, Washington.

7 I'm here today to send solidarity to the people
8 here in Bellingham, and I hope you have listened to their
9 concern, and I hope you will investigate their concerns.
10 That's my first reason for me being here.

11 The second reason is a little more selfish.
12 Every coal train that comes here to Bellingham, that's
13 built, will come through Spokane. And I will see you in
14 Spokane, and I will express my concerns to you then. Thank
15 you.

16 MS. STRAUZ-CLARK: 98, 99, and 100. 98 you are
17 at the microphone. 99 and 100 you are at the desk. Please
18 state your name for the record.

19 THE SPEAKER: Hello. I'm Donna Starr (phonetic)
20 (No identification card.)

21 I'm from Blaine, Washington. I've been a
22 schoolteacher for 42 years. In '93 I got my master's degree
23 in cognitive neurology, and how it pertains to education.

24 I've studied a lot of -- variety of information,
25 and I'm very, very concerned about toxicology in the

1 developing fetus, and I don't think there's been enough
2 research.

3 I realize that your purview is our county.

4 But, nationally, I don't think that people are
5 paying attention because who's going pay for a study on in
6 toxic neurology, when these corporations stand to benefit by
7 ignoring it?

8 In 42 years that I've been a schoolteacher -- and
9 any other schoolteacher can claim and recognize this as a
10 fact -- we have had higher incidents of autism; bipolar-ism,
11 we've had it in children. We've had behavioral problems
12 with ADHD, and the only thing that people can come up with
13 is that something is wrong in our environmental system.

14 And we have people worrying more about organic
15 foods; we know about air. We know about people -- people
16 tell us there's a percent in everything, but we don't know
17 that that's a fact.

18 And we know that coal makes heavy metals. We
19 don't know what that's going to mean cumulatively. Somebody
20 else talked about the cumulation of -- the cumulative effect
21 of the coal. The insecticides; we can add that. We can add
22 sulfates in our soap suds.

23 We don't know, but the fact is we should find out
24 because something is happening to the neurology of our kids
25 in this country. And nobody seems to give a rip, and I hope

1 you do.

2 MS. STRAUZ-CLARK: 99 and 100. 99 you're at the
3 microphone. Please state your name for the record.

4 THE SPEAKER: Hello. My name is Lindsay
5 MacDonald (phonetic) (No identification card.)

6 I've lived in Bellingham for 26 years. I work at
7 Sehome High School. My concerns encompass all the things
8 that have been raised today by speakers, with such a wide
9 range of issues and problems as we feel this is wrong in
10 every way, the coal port.

11 But I'd like to raise -- the two things I'd like
12 the scoping to cover that I don't think have been mentioned:

13 One is that Puget Sound is threatened by
14 acidification and runoff from non-site points all through
15 our beautiful precious body of water.

16 Puget Sound has a narrow opening. It doesn't
17 flush very well.

18 When you scope this, please add the impacts of
19 coal dust to the cumulative effect of all the other
20 pollutants that are threatening marine life in the Puget
21 Sound. Don't take it as a single effect that you're
22 researching.

23 The other thing that I'm concerned about is the
24 effect of sonar noise pollution underwater on our orca
25 population, which is already threatened.

1 I've been on this Cherry Point issue since about
2 the year 2000. We came to Bellingham in 1996. I know about
3 all the other schemes that have been proposed out there. I
4 served on the -- on the committee to implement the Shoreline
5 Management Act that was passed in 1971 for the City of
6 Bellingham. I've incurred -- I was recently on the
7 committee, the DNR Committee to write up a management
8 proposal for Cherry Point.

9 I just want to briefly mention a couple of things
10 that have come to mind that I don't think have been dealt
11 with today. The first one is that under the Shoreline
12 Management Act that was passed in 1971, one of the
13 stipulations was to increase public access.

14 There was also legal passage of implications for
15 the Public Trust Doctrine that was declared back in, I
16 think, 1812 under the British common law; that the water;
17 the air belongs to the people. We need to focus on that a
18 little bit more in our discussion of this issue.

19 Personally, I'm an old-time naturalist, so I've
20 been on the ground. I walked the beach many times from
21 Point White -- (Alarm sounds.)

22 Oh, dear. Okay. The other one quickly was the
23 political accountability that maybe some of this group can
24 deal with, which is the question of:

25 If this happens, should it not be under a port

1 authority that has accountability to the people, rather than
2 a private corporation that is only accountable to its
3 shareholders? Thank you. I'll send written stuff.

4 (Applause.)

5 MS. STRAUSZ-CLARK: We have about ten minutes
6 until we have to close up this room, so I just want -- I
7 spoke with our listeners here.

8 If there's anyone who did not get a card that
9 would like a chance to make a statement, please come up now,
10 and we'll take as many as we can until we have to close at 3
11 o'clock. Any takers?

12 AUDIENCE MEMBER: (Indicating.)

13 I've never worked for the Inquirer. I don't
14 think anybody else here has. Keep that in mind.

15 THE SPEAKER: I'm Seth Owens, Bellingham. (No
16 identification card.)

17 My business concerns businesses that are already
18 here in Whatcom County, and primarily, focused on water,
19 which I make my living at.

20 There's been lots of mention about economic
21 issues with this terminal, and I would hope that you would
22 focus on all of our small business here, that will be
23 impacted by this terminal.

24 And hopefully, Goldman Sachs' province don't
25 trump all of us who have lived here all of our lives, and

1 need to make a living. Thank you.

2 MS. STRAUSZ-CLARK: Ms. Roger. You're not a
3 number.

4 THE SPEAKER: I'm not a number.

5 MS. STRAUSZ-CLARK: Please state your name for
6 the record.

7 THE SPEAKER: My name is Holly Roger, and I work
8 at a private school.

9 But I also work for a local nonprofit
10 organization called Wild Whatcom, and I do family programs
11 crucial for families all over Whatcom County.

12 And two places that we explore every year, are
13 Marine Park and Boulevard Park. And what we don't know as
14 families, is -- how the impact of those places being cut
15 off, for our social and environmental health, concerns me
16 greatly. Did you know we had sea otters at Marine Park?

17 Raise your hand if you do. That's right.
18 My other concern is coal dust on our drinking water; with
19 that being part of the assessment, I would love to see how
20 that works. Thank you.

21 MS. STRAUSZ-CLARK Ms. Harris, please state your
22 name for the record.

23 THE SPEAKER: I'm Wendy Harris. I'm a Bellingham
24 resident, and I'm going to ask that you consider carefully
25 the mitigation that's being proposed with regards to

1 freshwater impacts.

2 There's been a lot of focus on marine impacts.
3 But if you look at the mitigation plan that's been
4 submitted, SSA's only proposing to address aquatic impacts.
5 That leaves a lot of terrestrial impacts that are not being
6 addressed.

7 There's a number of priority species,
8 particularly birds, and a number of priority habitats that
9 won't be addressed. Additionally, they're requesting that
10 they do an off-site mediation, yet they're not citing to and
11 complying with the Whatcom County code with regards to
12 off-site mitigation, which requires that off-site mitigation
13 be improved. It has to enhance biological function and
14 provide greater likeness to be assessed.

15 I don't see any of that being done here.

16 Additionally, they don't have on paper enough
17 mitigation points to even go forward with the project.

18 They're -- even with the new property they
19 purchased for off-site, they're still 30 credits short,
20 which means that they're proposing either an in-lieu-of-fee
21 program or the non-mitigation bank.

22 One program, in particular, doesn't exist. The
23 other of which, the people who have come out and run the
24 program, have posted this project.

25 They're also talking about economy, trades, which

1 are not preferred, because they're going to cost the
2 function, the value of all of this lost ecological function.

3 Additionally, I'd like more emphasis on habitat;
4 more emphasis on the bird species; more emphasis on habitat
5 and safety for the 550 acres of wetland that are going to be
6 impacted; all of this has to be done on a landscape-based
7 analysis. And what we're seeing now is clearly inadequate.
8 Thank you.

9 THE SPEAKER: David MacLeod. I did speak earlier
10 in the day, but I want to take one minute of that time and
11 leave room for other folks.

12 I am concerned, in the near future, due to the
13 price and availability of crude oil, we will need to be
14 moving more frequently by rail, rather than by truck.

15 A survey done in 2008 and 2009 on a city and
16 county, indicated that energy resources -- came our task
17 force and our report stated:

18 "Freight transportation will become more costly,
19 likely leading to mode shifts from air and truck to rail and
20 ship."

21 These impacts should be included in the scope of
22 the EIS. How would already crowded railways and shipping
23 lanes, due to coal transport, allow this expected mode
24 shift? Thank you.

25 MS. STRAUZ-CLARK: Megearn Noland. Please state

1 your name for the record.

2 THE SPEAKER: Megearn Noland, Bellingham resident
3 for about seven years and San Juan Island. Resident for
4 about 16 years before that.

5 Hi. First I'd like to say thank you all for
6 listening. I know it's been a lot of information to take
7 in.

8 I did not do any research in time to make an
9 informed comment, so that's why I wasn't going to make one.
10 But after listening to everybody else, I just really felt
11 that what I could offer was that when you go into your heads
12 and your hearts to figure out how extravagant this EIS is
13 going to be, I would offer that you take the time to really
14 be able to put yourself in the place of everyone and
15 everything that's going to be affected.

16 I, myself, I don't have any children of my own,
17 but I am and auntie to a few, and I'm sure that you all have
18 children, too.

19 And I am afraid that not only will this project
20 affect their direct physical health, but I'm also afraid it
21 will affect their very belief in -- in us as an example for
22 them -- as a body of adults that they look up to.

23 And I feel as though we do not want to be setting
24 the example for our children that it is okay to decimate our
25 land in the long term just for a short-sighted amount of

1 jobs and benefits.

2 And I feel like, perhaps, that will help you to
3 all make a more informed decision as to the scope of the
4 scoping process, if you are able to really connect with what
5 this will mean to not just the present moment but to the
6 future. Thank you.

7 MS. STRAUSZ-CLARK: Our last commenter, Ms.
8 Yale. Please state your name for the record.

9 THE SPEAKER: I'm Diane Yale. I'm a homeowner
10 in Sudden Valley.

11 Who wants the coal?

12 A few corporations are proposing a project that
13 will significantly impact the people and the environment of
14 four states.

15 They may have believed that their plan was
16 justified and will be profitable based on early projections
17 that Asian countries, and particularly China, would continue
18 with a large and growing demand for American coal.

19 But the projections were prepared some time ago
20 and circumstances around the globe have changed. The
21 Environmental Impact Statement needs to quantify,
22 particularly, what the assumptions of demand were, and
23 compare that to current and future economic and climate
24 realities.

25 For example, this year in China -- this has been

1 slow economic growth in all of the industries that use coal
2 for power. Because of the European financial crisis,
3 they've received less demand for products that they
4 manufacture.

5 They have a new five-year plan, whose policies
6 for the first time harmonize with international pressures.
7 It shifts away from a coal-driven economy towards
8 development and use of low-carbon energy and conservation.
9 It puts a cap on the use of coal.

10 At shipping ports, power plants, and their own
11 coal mines, stockpiles of excess coal inventories have been
12 piling up. Ships that arrive with more coal have been
13 turned away.

14 One Chinese trader said, "The glory days of big
15 coal are behind us." And another said, "We stopped
16 importing at the end of May."

17 This is true of other Asian countries as well.

18 (Applause.)

19 MS. STRAUZ-CLARK: This concludes our discussion
20 today. Thank you so much for your kind and respectful
21 participation, and for participating in the scoping process.

22 All of us on behalf of the co-lead agencies, I
23 want to thank all of you for being here and having
24 participated here today. If you have not spoken today and
25 have not submitted a written comment, please do so and thank

1 you, again. Drive safe.

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