

Hi, there. My name is Emily Caponi. I live at 633 South 5th Avenue Street East. I would ask the Army Corps of Engineers, if in for getting which include Montana, they forgot that Montana is the treasure state and that coal is not treasure. Montanans have the right to clean, healthy environments because that right has been perpetrated before.

We all know it happened when big business tried to extract Montana's mineral treasures. Montana doesn't need another superlative, the largest coal mining operation, to add it to the already unusually impressive list with the largest sequel fun site with the Berkley pipe cleanup and the deadliest super [inaudible 00:44:45] site with ease.

Montana is known as the last best place the new treasure, it is in the business world, is tourism. Treasured moments. The development of Otter Creek is, well if nothing it does not hurt Montana's tourism. I ask the Army Corps to consider the opportunity cost of this distraction with the unsustainable development of otter creek that will all go into the hands of arch coal, which I'm pretty sure is not based out of Montana. It will distract from green business and the industry all the good things that come with salary, the land, and recreation, and the protection. It would cost us our title as crown of the continent.

My name is Charles Shen, I live at 120 North 2nd Street East. There's two issues that I want to address. One, we already asked, if we could environmental impacts in Missoula. That one he might not be aware of. We have significant noise pollution. We have a train switch at all hours of the night. Sometimes it's as loud as a jet engine. I've been close enough that it actually shakes my building. It's not an old or outdated building, it's a brand new state-of-the-art building. We already have that.

We also have diesel pollution. In Montana rail link is responsible for most of that. They have these trains that sometimes 48, even 32 hours. If we're going to have more of that because they serve the transit, fuels the trains here. It's not just the trains that are going to be coming, we already experience quite a bit of environmental pollution and noise pollution right now.

The second issue, and makes a lot of sense is the reason this coal is going to China is, because we're buying Chinese stuff. We can't have new coal power plants, because they pollute too much. They're closing daily, but China doesn't have those environmental restraints, so the coal companies are going around our environmental policies and our EPA, which is weak as it is. It's still better than what they have.

Those coal mines are there. I say to you, and it's difficult, stop buying Chinese crap. Buy American, it's the correct action and going to stop what they do. Stop buying Chinese and we already begin, we already expand some things so that our Army Corps Engineers need to know that we already have significant impacts and will only be bigger.

My name is Claudia Narsisco. I live at 5607 Garrett Street, Missoula, Montana, 59803. My concern is about the Army Corps seems to think whether or not it listens to and considers Montana, as far as environmental and other impacts, is discretionary. NEPA has certain requirements. I really can't see that it is discretionary, there's direct and indirect effects, and cumulative effects. As far as, it's even more widespread than just Montana or the United States. Section 2F of NEPA, the National Environmental Policy Act, states that all agents of the federal government shall recognize the worldwide and long range character of environmental problems and, where consistent with the foreign policy of the United States, lending appropriate support to initiatives, resolutions, and programs designed to maximize international cooperation, anticipating and preventing a decline in the quality of mankind's world environment.

I consider this to be pretty powerful. It just dumbfounds me that the Corps was considering our input as discretionary, rather than required. What I just cited is important to Montana for one, as several people have mentioned, the coal burns in China will rain down in Montana. Just this past week there was an article in the Missoula that said the glacier part is home to an endemic population of stonefly, [inaudible 00:49:31], which lives in glacial borders, and these insects are at risk.

The fish and wildlife service is trying not to put them on the endangered species list but they are doomed. The global pollution from the powder basin, coal that is bringing the powder basin is burned in China, can very well threaten the survival of this species. The VIS should address all of these impacts, so that it's global in nature. It's not discretionary.

Hey, everyone. My name is Nick Engelfried. I live at 203 West Harlem Street here in Missoula, I'm number four. What I have for really like the Army Corps of Engineers to know or what I'd like to say to them is that clearly, by choosing not to hold an official hearing here in Montana, they told us basically that they really don't understand how seriously people in this state take our environmental health.

With that, we are going to make sure that the environmental impacts of these collect four projects are taken into account whatever it takes. In order to do that, we're going to make sure our voices are heard and this is a great opportunity to do that. There are other opportunities as well. The last obvious, I was actually one of 23 people who were arrested at a peaceful, non-violent act of civil disobedience at Montana capital protesting these thing [inaudible 00:39:23] project [inaudible 00:39:25] to college students like myself to grandparents who are concerned about the impact that it will have on their kids. That really shows to me the degree to which people in this state and this region care about our clean air, our clean water, our climate.

If the Army Corps of Engineers does their job right and this environmental impact statement, if they truly take in all to account all of the environmental health impact of this project, I'll believe they'll have no choice but to reject this project. However, if they don't do their job right, if they do allow these projects to move forward, I believe that if they ever gets to the point where the Cherry Point export terminal on the Washington coast or the Otter Creek mine in Montana that a lot of the coal be come from it. If those ever get near the construction phase, we will have regular working folks, student in Montana, who are willing to go out there and stand in front of the bulldozers, stand in front of the trains, if that's what it takes to stop these projects, because we take our public health and our environment seriously here in Montana.

Hi, I'm Carol Marsh. I live at 420 East Front Street, Apartment Two in Missoula. I work with Transition Missoula. I have a granddaughter who lives at the same address, across the hall. She's 10 and it would just makes me very sad that she's not going to get to grow up in the world that I did.

My concern is climate change. Whether the coal is burned in China or here doesn't make any difference to climate change. The more we dump the carbons in the area, the more the climate going to get, the more we're going to get years like this year, only worse. Floods on the east coast, floods on the west coast. Tornados like in the Midwest. Droughts in the Midwest. Wild fires through the southwest.

That's just here and it's much worse elsewhere because the forest country is always hit the worst. They're already suffering badly in Africa from climate change.

We're not well wired to deal with climate change. Our minds don't like to deal with problems that don't have easy answers. We have a lot of trouble believing that the future isn't going to look like the past and the present. We're really kind of in denial. Our political leaders are absolutely dependent on the people that are dumping the carbon into the atmosphere for the money they need to get re-elected.

We can't count on them. In fact we should really know that. In Transition Missoula we think, actually we can only count on our own community and we better be thinking about how we're going to provide the things that we need to survive, food and healthcare and transportation and everything here locally, how we can make this community resilient to climate change and big oil, now that the chief's busy while he's out gone.

We need to leave the coal in the ground. I said that to one of the backers yesterday and she said, "He serves the east coast. People on the east side, too." I said, "The idea of political leadership is, you don't just do what people tell you, you lead, you tell them no, things have to change." I want to say that the people here, not the Corps of Engineers, that if we stay polite, if we stay law abiding, if we just go along with our normal lives, if we let the corporations continue business as usual, they're going to go on destroying our world. We have to stop them.

My name's Louette Hansen. I live at the 127 South Easy Street, Missoula, 59802 about two blocks from the railroad. I too like trains. Did. Always have. Don't so much anymore. Some of these coal trains, from Wyoming I guess, they go through and the ground shakes. The ground shakes in the middle of the night. They're very heavy. They shake the house. This is a quiet little subdivision.

Like a lot of people my age, I have some, few cardio-pulmonary problems, nothing much but hey, it could get worse. I would like to ask who is going to pay for the treatment of the asthma? Who is going to pay for the extra ambulance trips to go to the intensive care unit or the Emergency ward? We hear a lot of whining about all the money spent on Medicare and Medicaid and how costly healthcare is, even though the corporations were paying for this.

In my opinion the only way these trains should come through Montana or anywhere else and have it, by anything but a cockroach, should be, if we decide to get some real job creation in this country, and build nice tunnels from the coal. Hey, why stop at the coast? Let's put it under the ocean. Tunnels all the way to China. Of course the corporations would never go for that but it's true. If they insist on this, if we don't get this stopped then we should insist that these trains be rerouted as far as possible from any human habitation and that the coal be covered. That's probably not going to happen.

I want to say coal is not my enemy. I'm the daughter and granddaughter. Montana homesteaders, farmers, and ranchers in Eastern Montana. I have great gratitude to the Northern Plains resource council for the pipe they put up all these years. Sometimes practically single handed, standing up for the coal companies.

I remember when my father and some other rancher in the '50s and '60s wanted to send wheat over to China because the people there were starving. Some of you may remember there was a famine in China. Famines are getting more frequent now all over the world, but there was a famine in China and these farmers in Eastern Montana were called Commies and Reds because they wanted to send grain to help the people, because of course this might improve, "Hey, it could prop up the price of grain too."

Now these same people who like to call the farmers and ranchers of our state the communists when they wanted to help people who were starving to death, are very anxious to help jive corporations, increase their profits and the bottom line by seeing how cheap they can sell our coal and destroy our land so the

Chinese can buy it for pennies on the dollar and send us back the soot, and then seed and the pollution so our children can go to the hospital. They tell us, "Hey, it's going to create jobs." It will. A lot in the healthcare industry.

I'll stop but I want to say there are many counties in our state that have a natural rating of pristine air. We could do a lot taking care of people. We could provide much better jobs than these.

Hello. My name is Anne Greene. I live at 303 Tremont Street here in Missoula. I want to thank you very much for giving us the opportunity to speak tonight. I'm a biologist. For the past 20 years I've been reading and being concerned about climate change. The predictions of climate scientists, one of the Nobel prize winner we have here climate scientist Dr. Steve Renning, right here at the university. These predictions are coming true and we see them every day on the headlines of the newspaper, even in the Missouling.

Continued melting of polarized caps. We've seen rising sea levels and more costal flight. Warmer ocean levels lead to more severe super storms like Sandy and the combination of the two we have seen results of just recently. I think the Governor of New York has just asked for \$9.8 billion to rectify the damage just in New York City.

In the Rocky Mountain West, more days each winter on average are snow free. This afternoon, I attended a conference by Dr. Scott Mills who studied snowshoe hares for the last 15 years. He showed many, many pictures of white snowshoe hares, confidently hiding under a tree with completely brown backgrounds. These poor hares have not been able to adapt quickly enough to warming temperatures and less snow and still believing that they're camouflaged they stay quietly under the trees in the spring looking sure white against a brown background. It's pretty embarrassing to see them.

More and more of our precipitation is falling as rain, instead of snow. Running off earlier than ever before here in the Rocky Mountain West. We have less snow packed and it's melting more quickly each year. That means we have drier summers and higher fire dangers.

Last year, huge fires burned in the west. Many homes were destroyed as you know. You all read about it and lives were lost. In Montana we have just experienced the longest fire season in recent memory. Beginning over the Christmas break, I have students in my classes who are firefighters and they started working Christmas break last year. As you know the fire season ended with almost two months of choking smoke in the valleys around here. That was mid October. We also experienced almost two months of choking smoke, that's right. You remember that.

These predictions that climate scientists have been giving us for the last 10, 20 years are coming true. I am at a loss to understand why the Army Corps of Engineers is supporting a project that will increase the main component of

climate changes which is CO₂. The burning of this coal in China, or wherever it goes on, is going to go into our atmosphere we hold the common. The thickness of our atmosphere is from here to Lolo. That's it. That's how thick it is. If we keep pumping this stuff into it, we're going to breathe, we're already breathing the consequences. I would appeal to the Army Corps of Engineers to help this project, all of this project and save us and leave the coal in the ground. Thank you.

It is Mike Janneric. I'm at P.O. Box 277, Milltown. I live close to a rail line within about 300 meters and I have nothing good to say about what's going to happen from this. Not only from the impact of the coal dust and the diesel fumes but also from, I hate to use this term but, reckless behavior by the railroads, which, if you've lived here for a while, I've been here three decades, we've had a lot of train derailments just in this area. If you remember back, those of you who've been here a while, one was in the Clark Force River by Alderton. It dumped cars full of pouring gas into the river. There was another incident where a train, they did not put the brake on and the train rolled backwards and had to be derailed east of Missoula otherwise it would have rolled into town. I'm not a big fan of the trains and how this will impact the local communities.

My name is Ellen Knight. I live at 5800 Rattlesnake in Missoula. Boy, I haven't done this in a long time. Dear friends and guardians, I'm writing to point out that there will be huge impacts in places other than Cherry Point, if you permit this export terminal. It is unfair to leave the rest of us out of the discussion when we will be deeply affected by the coal transit lines, should the terminal be built. Let me express my concerns.

One, safety. I wager that every town along the track will be impacted by the inability of firefighters and ambulances to cross tracks quickly in an emergency. Two examples. In Missoula, Montana 20 coal trains a day means we're side down, and our side of Missoula will be largely cut off from accessing the main downtown for several hours of the day and during the night. Traffic will be backed up in the only access routes. This will also be true for businesses and industry located on the wrong side of the tracks. This designate longer more secure this route to reach emergency situations.

B. Frenchtown, Montana. Like many small towns, Frenchtown is divided by the railroad tracks. On one side of town, in addition to houses and businesses, are the grade school and the fire department. On the other side of town are located businesses, homes, and the high school. There is no way across the tracks, at that 5th grade level. You tell me how emergency services are going to get across the tracks when a train is coming. If there is a fire at the high school, how would the students be provided services? Multiply this by the exact number of towns along the tracks in three states and you have significant safety problems.

Two, other rail services. Coal trains take up many hours a day as 20 of them pass along the rails, how will other products now being served by the trains, find a way to market. They simply continue to come there by having the rails used even more of the time. Can we pay the rates that the coal trains can pay? Or perhaps they will be rerouted along the Northern line. In that case, how will towns now receiving products by rail, get their products? I'm concerned about ensuring that there is diverse use of the rails.

Three, air quality. It is clear that coal trains use a lot of coal ... lose a lot of coal along the way. It's unclear where they lose it and what form and what the impact on air quality is. In addition, trains idling on the tracks release emissions that have detrimental health effects. Will my friend Kristy, who lives immediately adjacent to the tracks, have lung problems as a result? Or how about my friends Nancy and Chuck, who live a little further away but still near. What about low

income people on the north side of town? They have this added to the difficulties they already experience.

Four, simple inconvenience is on the big long scale. All along the rails if we have hours and hours of trains going by, people in three states will have problems crossing too. For example, get their children to school, get to work, carry out business matters, go grocery shopping, get to doctors' appointments, listen to music, go to church, herd cattle. Are all these citizens, businesses, agricultural concerns, and safety providers to take a backseat to just a few business ventures because of the impacts of shipping tons and tons of coal overseas where it will be burned and create more greenhouse gases, exacerbate climate change, and send the air pollution back to us via the prevailing winds?

None of this sounds like a good plan to me, me who wants our Nation to be strong and moving towards sustainable future. A future beyond coal and climate change. My thought is that we can, A) start changing now, B) medicate later, or C) do nothing and deal with the dreadful results after it's too late to do anything to change it. I prefer option A) start changing now. I therefore, respectfully request that really you to include much more than just deciding a big import/export terminal in your evaluation. It's going to affect a whole whopping lot of us.

My name is Linda Smith. I live at 545 Woodberg here in Missoula. My concern is for the health and well-being of the people living along the rail lines, proposed to carry coal from Eastern Montana through Missoula and on to the West coast. Those who live near the rail lines will be impacted by the coal dust and diesel fumes that are generated by many long trains coming through daily. Especially the children, whose lungs are still developing, as well as adults with breathing problems.

I'm also concerned about community safety with many long trains passing through small communities all along the road. From the noise that will be created when they pass through, including the health problems that are caused by frequent noise.

I strongly support requiring a thorough, complete environmental impact statement to address these serious cumulative long-term health problems.

Hi, I'm Janet Fiero, 812 South Garfield Street here in Missoula. I can't quite figure this out, but I know that we, the people, created governments. Federal and later state, I know that we all, this government's then created corporations. We the people, who created the government, who charters corporations. We have a right to say, no. No to coal coming through our communities. Why no? Well you've all been saying it. Coal is dirty. It's dirty in its excavation. It rapes mother earth and we can't get our ecosystems back in those areas. Transportation, which is the issue that brings us here tonight, is dirty. It hurts our health. The burning, refining and burning of coal, pollutes the air. That dirty air doesn't know about political boundaries that are created by governments. They keep going across oceans around the globe, which means it comes back in places.

I don't think regulation is the answer because regulation is just saying, "How much pollution am I willing to tolerate?" We the people have the right to say, no to things that damage us and our communities.

Hello. My name is Harold Hoem. I live at 16 Greenbriar Lane in the rattlesnake. We do experience some train difficulties up there in terms of time. Identical of what the gentleman from Missoula Avenue said, this is a security issue and the Army, or the military, has been aware that climate change is going to cause serious security issues. It's almost like we're ships been missing in the night here. The Army Corps is doing a scoping which we're excluded from here in Montana, yet the effects, if this is allowed, would create detrimental effects for the entire country. I'm not talking current about rising sea levels. I spent some time in Bangladesh. I know what that's like for those people.

The advance in New York recently, would have to say, "Gee wiz, we get that over here too." Boston is vulnerable. Our Northeast coast is vulnerable because the rain when the sea level rises, got to be more over in the Northeast coast. What are we doing here? Are we committing a form of suicide? We just survived an election cycle. Everybody talked about responsible use of coal. I have yet to see a brochure on how to practice safe coal.

The big thing for me has always been the climate change. Oceans have been a big part of my life. I've spent most of my life on the ocean. We have these big ships, if they allow this, they're going to be coming in dumping Dallas water because they're coming back in, in this sort of specifically designed vessels for carrying the coal over there and coming back you have to have something in the holes for balance. That balance is going to get dumped off of our coast. That's just one effect that's going to happen to the west coast here. The other is the rapid rate of this acidification of the ocean, which can effect a whole bunch of things. I sure hope that the Corps of Engineers will take seriously, the security threats and the threats to our part. Thank you.

My name is Kim Davitt. I work with the American Lung Association of Montana, at 3919 Heritage Way in Missoula, 59802. We'd like to see a public health analysis of the effects of the coal process, that includes all the stages and geographies from mining to transport to refinement. The analysis should include issues like coal dust, diesel particulates, noise, and should be report the direct and indirect key areas it effects that, respiratory health. Thank you.

I'd like to keep my last minute to my eight-year-old daughter Francis Dixon-Smith who's at the same address.

Francis: I think that the trains shouldn't kill animals.

My name is Bridger BuKantis. I live at 2600 Maurice Avenue, Apartment number eight in Missoula. I grew up in Montana. I was born here and probably will die here. I believe that we have a pretty darn good constitution here. It guarantees us to a clean environment. That's something most people don't have. The science is in, global warming is damaging to our environment. It's also damaging to the economic opportunities that we have here in Montana. Tourism is an amazing, source of income for Western Montana.

I understand our Corps of Engineers, you need to decide whether or not the environmental impacts outweigh the economic benefits, but what this transfer of coal is doing, is benefiting China. It's not benefiting us here in Montana. I don't believe that we should allow these trains to pass through Missoula.

My name is Jan Hoem. I live at 16 Greenbriar Lane here in Missoula. I'm a member of the Montana Elders for a Livable Tomorrow MELT for short. Our mission is to leave to future generations a more livable world than the one we are on a path to creating. As I listened to what Mr. Matson and others have said about climate change, global warming, and what we need to do to protect the Earth. I am in 100% agreement with them.

I want to take a minute to thank Northern Plains. You people have been in this battle for decades while many of us have just come to in recent years.

I am at heart an optimist in all things. I'm going to make two points, in case we don't get the things that we're hoping to get out of these discussions, talking about minimizing and mitigating the effects of this process.

First, we need to know what the problems with this effort are and bargain for the remediation now. We here tonight know that we're not going to get everything we hoped for. I hope that we get some of the things where we're working for. Coal is big business and we are dealing with big corporations that, contrary to what the Supreme Court has said, are not people. They are organizational structures with certain legal rights.

The small number of executives who run those corporations have one goal, which is not long-term benefits but is short-term profits for owners and stockholders. They're looking at the bottom line. Knowing that, we must also know that our time to bargain is now before the ports are improved for shipping coal to Asia.

The Army Corps of Engineers can put conditions on the approval asking for something, for all the corporations still want something from us. Things like dust suppression. More railroad stops. Double arms at the crossings. Overpasses, and railyards moved outside air assignation zones. Once they've got the business they want, they won't want to do anything that will reduce the profits. The time to bargain is now.

Second, reading from a document published by the American, I have to speed up, American Coalition for Cleaning Coal and Electricity. Coal Company involving group, the following is listed in their mission. To promote the deployment to other nations of advanced U.S. developed technologies.

Federal legislation should require the Department of State to carry out international technology transfer toward key countries and specific technologies



to avoid, **re**duce, capture, transport, and safely store carbon dioxide. This would require **the** state department to make sure that the coal is not shipped until the receiving **co**untry can guarantee that carbon dioxide can be reduced, captured, transport**ed**, and safely stored. Thank you.

My name is Charyn Ayoub and I live at 115 Humbolt Loop in Helena. On June 5th, 2012, upon the request of many Helena residents and the Helena city commissioner has a letter asking for an environmental impact statement that said it would be comprehensive for all the impacts of coal export to Asia.

Helena, Missoula, Great Falls, and other cities in Montana have task forces that have studied the impact associated with increased rail movement. In Helena, rail traffic is expected to double due to increased exports. I will provide an example of how state and local government are paying for necessary infrastructure upgrades, as well as related economic and social costs.

According to an article in the Billings Gazette in September of 2009, the quiet bill went into effect. That day Greg Krueger, development director of the downtown Billings partnership said that quiet zone is likely to spur new projects because old warehouses along the tracks are often ideal for residential and restaurant development. Also, the number one complaint at the Crowne Plaza Hotel was the train whistle and renovations to the hotel were contingent upon approval of the quiet zone.

Furthermore, a 2004 railroad and crossing feasibility study concluded that the rail lines through Billings have played a role in development and continuation of social divider between downtown Billings and surrounding neighborhoods. The quiet zone cost \$1.47 million dollars and was paid for with some of the last funds generated by the tax increment district.

Rail traffic in Billings is now projected at 57.6 loaded and empty coal trains per day. With additional tonnage in oil shipment, rail traffic through Billings is estimated at 60-90 trains per day. Sister cities Fargo, North Dakota and Morehead, Minnesota built quiet zones in 2007 that caused a total of \$8 million dollars. That was paid for by the city. A railroad bridge built in 1970 in Galesburg, Illinois cost \$415,000. The railroad company contributed only 8%, the city 46%, and the state 46%. To further overpass these planning Galesburg is in delay, in 2010 the cost was projected to be about \$2.5 million. The NSF has committed to pay less than 2% on that.

Capacity and congestion problems along the Pater River Basin to Pacific Northwest routes will require major operating and expansions of existing railroad tracks. A comprehensive EIS would provide Montana cities with information they need to develop final infrastructure and capital spending plans.

State and local government cannot bear the burden of millions of dollars in litigations, debt and other costs associated with necessary improvements to accommodate and explore the coal traffic levels. Thank you.

Hello. My name is Howard Williams. I live at 436 West 5th Street South. I just moved. We're comparing when you look at the gains to be had from a coal mine, like this and provide the infrastructure, we're looking at very small gains when we look at the losses.

I'm most interested in saying, talking about the things which are going to probably appeal to the Army Corps of Engineers, although I think the issue goes far beyond this community. They're global and they extend in the amount of carbons that is going to be put in the atmosphere, if this coal makes such a powerappliance.

I think the Army Corps is probably most interested in loop holing back, and so I'm going to say that what's very important to me is the health impacts on our community, the loss of property value because of noise pollution and air pollution, as a result of the increased train traffic, and some of the overall degradation of the quality of life in all the communities that these trains would be passing through. I would like to also ask the Army Corps of Engineers, why we and other communities along the way are not being included in the EIS. I think that's an oversight. Thank you.

Hello. My name is Dave Morris. I live at 2120 Missoula Avenue in Missoula. I guess I will commence this issue from the angle of security. The Army Corps of Engineers, as part of the defense department is charged, in large part, with ensuring the security in the long-term of the nation and the people who live in it. I think this project undermines the security and the livability and the lives of all of the people in the area affected.

I started out as, I'm a resident of Missoula. I live within a mile of the train tracks. I'm frequently crossing that area, so I stand to be impacted by inhaling coal dust along with all of my neighbors. Also, all of the other impacts that are discussed by others, the noise, the diesel pollution, all of that. I also am a teacher and I've taken groups of students out to southeastern Montana to visit the Otter Creek tracks and to talk with the ranchers and the tribal representatives and elders who live in that area about the impacts to their land and their livelihoods. I also have relatives who live out on the coast, and on the other end of the United States part of this project.

They are terribly concerned about the impacts of the trains and the export terminals but also for the climate impacts which, as many military studies have shown, are the greatest threat facing the United States. Terrorism pales in comparison. The economic effects of climate change are predicted to be far worse than any war we could ever imagine. I would encourage the Army Corps to consider the true long-term security interests of the people of the United States and of Missoula, and deny this project.

My name is Gary Matson. There's a P.O. Box 308 in Milltown, Montana. I graduated from the University of Montana and have lived there for 45 years in Milltown. I love trains. I love the haunting train whistle in the middle of the night when I can't sleep and I need to hear something good. I work for the railroad and I love trains, but not that dang many trains. That's too many. In Milltown, we have two public crossings through our community and I know that we'd be experiencing some delays and emergency services and those kinds of things, should this number of trains actually come through our community.

My main concern, really, is climate change that would occur from burning this amount of coal. As Montanans, we have a responsibility to ensure that our resources are used wisely. Exporting coal to Asia is not a wise use. Our responsibility to future generations, is to do all we can to protect our planet from degradation by man-caused climate change. Allowing the currently worsening conditions to be magnified by exporting our coal, is irresponsible.

Short-term economic and employment gains cannot offset long-term consequences of exporting millions of tons of our coal. We must do all we can to prevent export to Asia, and to conserve the resource for long-term limited domestic use.

I thank you so much for this opportunity. I think I made my three minutes.

My name is J.Bob Yarger. I live at 1900 Maurice Avenue, Apartment 119-A. My comments deal with the fact, if we did have a representative here from the U.S. Army Corps of Engineers, I would ask him "why isn't Montana included in this scoping process?" considering the fact that we know the health risks and problems and we know where the coal is coming from. Why aren't we included in this process? That would be one thing that I would ask him.

Another thing is, people say that coal is cheap and coal is abundant. My other comment is regarding that. We have lots of wind, lots of solar. Why, as a community, aren't we getting behind those types of solutions and those options? I think that our time and our money and our energy would be spent much more efficiently in that, especially in the long-term. Like the gentleman before said, the short-term gain does not outweigh the long-term effects of this. Thank you.

Hello. My name is Carolyn Walker. I live at 411 Woodward Avenue in Missoula, 59801. My question is, who benefits? I have interest in both ends of this railroad. I have a daughter and her family and grandchildren who live along the Tongue River. My daughter teaches being on the Cheyenne College in Langdear. When we ask who benefits, Otter Creek, there is no community there. If a whole new infrastructure, a new town, new roads, new schools, new housing, and everything else.

When you dig into the mine, into the land, that part of the world is very dependent on groundwater, with coal it goes. This is not to say that all of the coal will come from Wyoming. The Montana part of the Palar River Basin, some of the coal that comes from Wyoming is where they are in a world of hurt, if the coal market collapses and companies get bail outs, but reclamation and water destruction are not included in the costs. I don't know where their \$8 a ton goes, because that tells me that they're not really considering that the cost which will be borne by all the people who live there and along the way. I live in Missoula now, but my grandsons are the 5th generation to grow up on that land. That's sort of a rule about families in that Tongue River, Otter Creek, area.

My grandfather first settled on Otter Creek and that was really a long time ago. There are lots of Indian petroglyphs there. I don't know what's going to happen to the people who are left.

Anyway, even the jobs argument doesn't, no pun intended, hold water. There are far more American jobs associated with energy conservation as well as alternative sources, than any that coal produces.