Bellingham Comments from Digital Recorder

My name is Marianne Corasco and I live at 6324 Saxon Road in Acme, WA. I am very opposed to the coal train exports for a number of reasons. The noise pollution that it will do to the downtown area of Bellingham, as well as everywhere else along the corridor, the air quality pollution that it does with the coal coming off the cars as its passing through. I'm completely against putting in another terminal at Cherry Point. We have an adhering aquatic reserve there. Our salmons are a main food source; salmons are an endangered species. Killer whales that feed on salmons are endangered species. Fishermen that depend on salmon are an issue. Increased tankers along our Puget Sound traffic area like Georgia Strait and Harrow Strait - you can't afford to have more tankers on there as it is, it's already a traffic jam. It's affecting the killer whales - another endangered species. I'm totally opposed to the traffic congestion it's going to do, the damage it's going to do to the small businesses in this county alone – let alone all of western Washington - by holding up goods to transport across county lines due to the train track stoppage. The effective tourism in the port of Bellingham area, where they're trying to develop that area for tourism, that's going to be damaged with all the coal train traffic going across the tracks. In addition and in the long run, the amount of jobs their gaining from this coal train! We are going to lose more jobs with the loss of all the small businesses. They are going to shut down due to the traffic stoppage and loss of tourism.

My name is John Tuctshell. I live at 1604 20th Street in Bellingham. I'm here as a scientist to share my deep concern for how the proposed Cherry Point coal port will impact our marine and forest resources in Whatcom county and Washington state. For the EIS, I ask that you study the impact of poor infrastructure and increased freighter traffic on the recovery of pacific heron populations in Cherry Point. Please study the impacts of the port and mega freighter traffic on our marine bird populations in Puget Sound that are already in steep decline. Please study the impact of increased noise from coal mega freighters on the threat in the Puget Sound resident orca population. The scale of the coal port proposed for Cherry Point ensures it will have environmental impacts that unfold globally. Citizens of Washington state are no more isolated from what happens in China than we are from what happens on our own doorstep. For this EIS to be credible, it must address the long-term regional and global environmental impacts from shipping and burning coal, as well as immediate site impacts at Cherry Point. I'm requesting that the Army Corps of Engineers include Cherry Point in a regional programmatic EIS with other coal export facilities proposed for the pacific NW. Washingtonians deserve to know whether a coal port is worth putting our state fisheries at greater risk from ocean acidification. We deserve to know whether a coal port is worth putting Washington's productive force at greater risk from greenhouse gas fuels climate change. This EIS does not consider potential impacts at regional and global scales. It will not be a credible or viable document. Shipping millions of tons of coal annually through the Cherry Point terminal will result in millions of tons of greenhouse gas and particulate emissions when that coal is transported and burned. I ask that you study the impacts of those greenhouse gas emissions, on the ongoing acidification of the North Pacific Ocean, on the changing temperatures and rainfall patterns in the Pacific NW and their impacts on the health of the forest that our timber industry

depends upon. Please study the long distance transport of particulate emissions from coal burned in China.

My name is Rainy Fickler Adams. I live at 400 Parkridge Road, Bellingham, WA 98225. I'm opposed to the coal trains in Bellingham. One reason is the Chuckanutt Sandstone Slope stability is poor and may cause train derailment. Also, the waterfront development would be negatively impacted because it would cut off access to the rest of the town. Thank you.

My name is Gwen Hunter. 2540 Applejack LN, Bellingham, WA 98226. My main message is we cannot eat, drink, and breathe money. That to me is what is dismaying our planet – the greed. Continuing to use coal and other fossil fuels is very short sighted and unnecessary. We need to change our infrastructure to become environmentally friendly. My granddaddy was a coal miner and he died as a result of inhaling the coal dust; he died of black lung. Again, it's just a very short sighted technology and there's just no way we can make it clean. Thank you.

My name is Clarence Abbot Sr. 2524 Michigan Street, Bellingham, WA. I'm supporting this project for the scoping process. I strongly believe this project will provide a very good amount of family wage jobs that this county has been lacking for years since Georgia Pacific closed down. I'm a firm believe that if Gateway Pacific passes the sniff test in regards to the EIS process, then the project will be built, if not the project won't be built – simple as that. My hopes are that we don't convolute the EIS process to a point where it would be impossible for any type of heavy industrial development to take place in this county. I oppose a problematic terminology to be added to the EIS, I think it should be kept vocally with the common areas of interest that need to be addressed for the development and construction of this project. That's about all I've got to say…GO DOGS!

My name is Julie Helling. I live at 4382 Letiner LN, Blaine, WA 98230. That's actually in Birch Bay Anchor Manor, which means I'm very close to where this proposed terminal is and it will definitely affect me. I have some very strong concerns. My understanding is that the ships that will be bringing the coal will be discharging bilge water from outside of the regular water because they will need to have the bilge water coming from China to have the correct weight in the vessels. Before they pick up the coal, they'll then discharge it in the Birch Bay area and that really concerns me. I'm concerned that the marine life really needs to be looked at and the impact on fishing. The increased vessel traffic, the increased railroad traffic, and are there better uses for the growth area? I was surprised that one of the Army Corp Engineers people that I talked to hadn't heard about the bilge water before. I want to really make sure that gets into the comments and that's looked at very closely. I don't know how I can underline it anymore strongly. I think that would have a huge impact on marine life if water from outside the regular

area were to be discharged. Even if that's a regular practice amongst shipping, that amount of bilge water would be very concerning. I'm trusting that the agencies are going to be looking at that and create detail. I'm also a little concerned about the increased railroad traffic, meaning that it is going to be very hard for me to literally to get to town because there will be so many trains going through. I hope somebody looks at the increased traffic effect and how we are going to be getting to town with all the railroad traffic. Thank you very much for listening to my comments.

I'm Bruce Beasley. 2225 Victor Street, Bellingham. I'm a professor at Western Washington University. I'm concerned about the environmental impact of the proposed increased train traffic. I'm concerned about the coal dust and its health effects. I would like the EIS to investigate the effects of coal dust on the health of people in Bellingham. I'm concerned about the increased train traffic and the effect it would have on Bellingham as a community, disruption that it might create in the development of the waterfront and the quality of life of our community. Particularly the environmental degradation involved in burning coal and increasing CO2 levels. I would like the EIS to investigate the effects of increased train traffic, increased CO2 emissions, and coal dust on our community.

My name is Tom Martin. I live at 1200 Old Marine Drive out in Bellingham near the airport. First, let it be known that I've been in construction and real estate development almost my whole life. And if you told me we were going to build an export terminal out on Cherry Point and some more trains would go by, that's great. Some more trains, ok. But about 2 years ago at 1:30 in the morning my house starts rattling and I'm trying to figure out what it is. Boy, that's a train that has a huge load in it! It goes by and takes however long. Pusher trains come and wake you back up again. That happened at 1:30, 3:30, and 5:30 in the morning. I wasn't able to sleep; nobody would be able to sleep. What is a house worth that nobody can sleep in? Look at south hill, there's at least 2,000 houses facing the railroad track just above Boulevard Park. Their $600,000 - $700,000 houses; if you can't sleep in a house, it's got to be worth 1/3 less. Take $200,000 off each one of those houses and multiply that by 2,000 – you have $40 million in evaporated wealth from the citizens of Bellingham. That alone accounts for $4 million lost revenue to the city and that is just one small south hill neighborhood. You go by the high school, you go out Eldridge, you go down Chuckanut, go down into Fairhaven – there's going to be at least $100 million in lost property value in this city alone. That is going to translate to $10-$15 million that is not going to be in the city's coffers. For what? There's only going to maybe be 50 or 60 people per shift in this completely automated plant. That translates to 150-200-250 total workers. The actual construction will probably be done by Hewitt, or Bechtel or some South Korean firm. It is just amazing that people could sit here and think we're getting all these jobs out of this. It is going to ruin this town.

My name is Lora Lee Brackie. I live at Pleasant Bay in Bellingham, WA. I would like the EIS, in relation to job creation versus job destruction, to look at the no-action alternative. Actually adhering to the Cherry Point Aquatic Reserve goals of preserving, protecting, enhancing the natural environment which would

increase heron, how many new fishing jobs - good sustainable fishing jobs - will be recreated if we could get our healthy salmon population returning. I would like the EIS to evaluate the number of potential dead zones that might be created in the inland Puget Sound with the introduction of coal dust. It needs to look at the potential of a capsized ship going aground, breaking up, having a collision with another super tanker and the effects on the environment, who would clean it up, what are the costs to the public, and would it even be possible to recreate the environment once we have a spill of any magnitude?

Doug Lumas. 2500 Vining Street, Bellingham, WA 98226. This concept is very well dealt with in much greater volume than I can now deal with. It's shown in northwestcitizen.com under the links "coal ports on site line" and "daily costs on coal." These two have so many points that I could not relate against this scheme as it's proposed. Another factor which is now emotional is democracy. It's in challenge by special interest those who have converted the Supreme court to an instrument of their own use. Now the people have got to vote against special interest otherwise democracy is not a word any longer. Refer to northwestcitizen.com and look at "coal ports on site line" and "daily costs on coal". The number of points against this scheme in all directions is immense.

My name is Chris Benefell. I live at 515 Whitecap Road in Bellingham. I have two comments. I've lived in Bellingham for a couple of years from Southern California – Long Beach Harbor/Los Angeles area. It's the largest port on the west coast. My interest over the years has been how Los Angeles county has mitigated particulate matter, or tried to, or has plans to mitigate from large tankers and ships that use that harbor. When ships come in, they keep their engines running. All that fuel and exhaust from the burning of the fuel from the ships continues to burn into the atmosphere in that region because the ships don't turn off their engines when their unloading or loading. Los Angeles has a plan to have those ships turn off their engines to provide energy for their ships by plugging them in. This requires a lot of retrofitting of the major tankers that come in and out of international water ports of the world. It hasn't been done, it's a plan, but they have identified this as a major cause of air pollution in the Los Angeles basin. They've tried to eliminate some of the trucking pollution from truckers going in and out carrying the shipments of all kinds of goods by having those trucks retrofit and that has been accomplished.

I'm Diane Yale, 18 Creekside Lane, Bellingham 98229. A few corporations are proposing a project that will significantly impact the people and environment of 4 states. They may have believed their plan was justified based on early projections that Asian countries, primarily China, would continue a large and growing demand for American coal. The projections were prepared some time ago; circumstances around the globe have changed. The Environmental Impact Statement needs to quantify, specifically what the assumptions of demand were, and compare that to current and future economic and climate realities. For example, this year in China there has been slowed economic growth in many industries. They've received less demand for the products they export because of financial crisis in Europe. They

have a new 5 year plan whose policies shift away from a coal driven economy toward development and use of low carbon energy sources and conservation. It puts a cap on the use of coal at shipping ports, power plants, and their own coal mines – stock piles of excess coal inventories have been piling up. Ships that have arrived with more coal have been turned away. One Chinese trader said, "The glory days of big coal are behind us". Another said, "We stopped importing at the end of May." There are similar facts in other Asian countries such as India, Korea, and Japan. The impact of beginning or completing and the possibility of then shutting down, as well as operating this project, need to be addressed and quantified in the Environmental Impact Statement.

My name is Charles Ward, I'm a Bellingham resident. I hope that the Environmental Impact Statement will include the effects of the carbon dioxide that is going to get into the air in China and its going to come down here in the ocean off our coasts. Acid rain on our trees and our fresh water – there's no way we are going to be able to stop it. I'm pretty sure the Australians are doing a study on how much carbon dioxide is adding to the citification and that it's killing a great barrier reef. Has anybody checked with them to see what they find is a correlation between man-made carbon dioxide in the atmosphere and the citification of our water, of our environment?

Peter Brigham and my address is 2437 Cherry Street in Bellingham, WA 98225. I live in Bellingham's Columbia neighborhood, about a quarter mile from the railroad tracks. I was diagnosed with a chronic lung condition about 13 years ago. We purchased our home here in 2005 after hearing of the American Lung Association's designation in 2002 of Bellingham as having the cleanest air in the country. We moved from Central California – one of the smoggiest areas of the country – to Bellingham as soon as we could afford to do so. We love the region and we love our neighborhood. I'm concerned about a decline in air quality created by an increase in rail traffic and the cumulative impact that this could have on the pulmonary health of those living along the rail corridor, particularly the health of children and the elderly. I'm asking that you please study the impact of the projected increases in rail traffic with its intended emissions from the burning of diesel fuel and the transport of coal on the pulmonary health on the most vulnerable citizens – children and elderly – who live adjacent to the railroad tracks.

My name is Bob Wagner. I live at 3607 Boxwood Avenue in Bellingham, that's south of the airport – within about a half mile of the train tracks going through that area. Right now we have several trains every night, coal trains going to Vancouver. With this increase in coal train traffic, 9 trains each day going both ways in late July or August, both the BP refinery and Phillips 66 refinery are going to have unit trains carrying crude oil through there daily. Plus we have Amtrak going through there twice a day, we have the other chemical trains feeding the refinery going through there every day. It appears to me we're going to probably have a train going through the area every hour. These trains are going to be long – well over a mile long – probably take 20 min to go through there. We're going to have significant noise through the whole town – the whole Westside of Bellingham – for twenty min every day or every hour of every day. This is totally unacceptable. If this does go through, they need to have some kind of

quiet zone for the trains. Right now they honk at every crossing and legally they do not have to honk at crossings if there are lights and drop gates at the crossing. The trains are computer programmed and the railroad refuses to change that to make it so it's quiet. We'll need to have a quiet zone and preferably not having this pile of coal coming out of our neighborhood.

Mr. Payne. I am hoping that everyone is going to listen to the comments with a very open mind and a very open heart. I was horrified and actually sickened to see so many signs outside that said, "Good jobs now" and "I support the coal terminal" because I so vehemently oppose having our city and our way of life in the northwest destroyed for the profit of a few who don't live in this area. It's so absurd to think of this coal terminal bringing good jobs here and now of any consequence and any long lasting impact. I think the overwhelming devastation to the area is multi-layered and the most obvious is all of the jobs that will be lost for any existing business that is now west of the train tracks, including Anthony's Hearthfire, all the office buildings, the entire complex out by the hotel, and the loss of the parks. I'm sitting here with my 2 children who will no longer be able to go to Boulevard Park because that will be permanently closed. All the unknown future dreams of Bellingham to have the harbor developed for hotels and restaurants, and truly good jobs in this community improving the quality of our community - let alone all of the devastation of the coal, the dust, the disease that will be brought by it. We live within hearing of the tracks, and we already hear, our lives have changed because of the impact of the 3 coal trains that are coming through a day. When it gets up to 10-12-15 trains, we're going to have to move. I think east coast cities that have had terminals built have somewhat all the wealthier people leaving, the tax base leaving, and the city simply just degrading over time. It's a real sad thing if that happens just for the profit of a few.

W. Coke 2620 West Crestline Drive, Bellingham, WA. I think this is a good project. I've been working towards this project for nearly 20 years. It was identified in the 60's by the Corps of Engineers as the best spot on the entire west coast for a deep water port. Cherry Point has been zoned heavy industrial for a long time by the county. We have done away with our port in downtown Bellingham and need a multi-user port that can provide jobs and tax base for our community. I think the Gateway Pacific Project will be built in the most environmentally sound, state of the art facility possible. The people building it care about the environment, as well as the project. It will provide great jobs, as well as a great infrastructure for the country. I think that part of the problem of the project is the site of being a multi-user terminal has been overlooked and just painted with the coal brush, saying it's a coal terminal. Pot ash, grains, and coke from the refineries will all be shipped out of this facility and will be a great asset to the county, the state, and the United States of America. Hopefully this project will move forward.

My name is John Bosh and I live at 6571 Lundee Rd, Everson, WA 98247. I have 2 comments to make. The first - at the moment wind turbines – utility scale wind turbines – are not allowed in Whatcom County. The reason for that is largely due to the impact of infrasound, which is sound less than 20 hertz or below the frequency where human hearing can detect the sound. In order to be fair and consistent, since that criterion is applied to wind turbines, I think it should also be applied to this project that involves coal energy. I think the impact of rails, trains going through town, and equipment at the sight should consider the sound of less than 20 hertz. The second thing - I think that this project should be considered a connected action, but for this project the coal would not be mined, transported, or burned. Considering this is a connected action, the Environmental Impact Statement should also consider the impacts of mining, transporting, and burning the coal, including the impact on global warming.

I'm Ben Factler Adams. 400 Parkridge Rd, Bellingham, WA. I have 4 comments. The first is with the development of coal resources in Indonesia and Australia, the powder river basin coal will have to compete against sources of coal that are far closer to China and have far cheaper labor. Consequently, the market for North American coal may not be robust. The cheap global natural gas prices will further weaken the market for a relatively expensive goal. These two market forces make the promised terminal jobs femoral. Secondly, low frequency sounds from wind turbines are very reason for banning wind turbines in Whatcom County at the moment. Less than 20 hertz sound criteria should be applied to the trains as well. Thirdly, the enhancement of the greenhouse effect caused by both the transport and burning of this coal must be factored in the EIS. And the impact of burning of powdered river basin coal on the mercury concentration of Lake Whatcom must also be considered in deciding about this project.

Hello, my name is Max Perry. I live in Whatcom County and have for 46 years. I have enjoyed living in Whatcom County, working 30 years in heavy industries, raised a family of 5 and personally have 20 grandchildren. I support the Gateway Pacific Terminal. One, the terminal is located in a heavy industrial zone area. Two, the proposed area has a natural deep water port requiring no dredging. Three, the terminal adds a much needed tax base for the state, county and schools. Four, the terminal would add much needed jobs for all the people in Whatcom County and my 20 grandchildren. I would like the agencies, Ecology and the Army Corps of Engineers, to do diligence to ensure compliance to their standards. However, avoid unnecessary delays. The people who have lived and are making Whatcom County their home would like fair and expedite resolution in granting permits.

My name is Lee Burgess. I've been a truck driver over 50 years. I have hauled coal from all over the western states and I have never had any trouble with coal leaking out or coal blowing off. I'd like to make a comment about this whole project. I think this county has to get on the stick and get some jobs – good paying jobs other than college jobs and around the college, which is a big part of the income around here – as working people we never have any jobs. Since they run the pope mail and the paper

mail, that was about 1500 jobs and there has been nothing that has came to Bellingham to support this place. If it wasn't for the Canadian trade in the city of Bellingham, Bellingham would probably blow away in the wind. There wouldn't be anything to keep it here. Anyhow, I've lived here all my life, this is the third time they've tried to put a project in this same area out here at Cherry Point and I would sure like to see it go through for the economy of this county and for tax base. They need it for tax base. A lot of these people that are against it are implant people that have come from other areas and they think they have to come up here and tell us how we should run this place. I've been here all my life; I want to have my say so on what should be done and we don't need all these implants. A lot of these people that work for the government have no idea what the working man goes through out here to find a job in this part of the country.

Hi, my name is Tom O'Leary. I live in Bellingham Co-Housing on Donovan Avenue in Bellingham. I'm the father of 3 young daughters and I'm concerned about their future when I see how willingly my generation sacrifices our environment, health and wildlife for the sake of a few jobs. I was laid off recently from own job, but I would rather be unemployed than to get a job that endangers my children and other children around the world. I have a vision for a bright, clean, happy, and healthy future for my daughters. This proposed coal train and the industry that it supports is not a part of that vision. In fact it threatens that vision for a brighter future and that is why I'm here today.

My name is Dick Peterson. I live in Blaine, WA. First question is the consideration of approximately 1 million tons of coal per week being burned be exported from this terminal to China and being burned to generate electricity will put more than 2 pounds of carbon dioxide for every pound of coal that is burned. I think that is something that should be considered because this is virtually a permanent problem that we're creating when we do this. One definition of a third world country is one that takes basic, raw natural resources and exports them, as in cutting down large trees in the NW and shipping them off. What we should have done was called and asked them how much plywood they needed. The coal should probably be left in the ground; it is the dirtiest way on the planet of generating electricity presently. Global warming, I think, is the biggest problem facing mankind today next to nuclear war and a pandemic. We're adding approximately 85-100 million new people every year on the planet and we should take very seriously to what's happening with global climate change and a consequence of adding CO2 to the atmosphere. Leave it in the ground where it belongs.

I was born in Bellingham 57 years ago. My name is Monte and I live on Chuckanut and everybody that I know, knows my last name. I'm a commercial fisherman. I'm concerned about my job long-term. Mercury in fish is a major problem – it comes from coal that's burned, goes into the atmosphere as mercury, is rained down on the water and there turns to methyl mercury. It's a problem. I want the EIS to research what can be done about that and impacts of it. Being a Chuckanut resident, I've seen forest fires out there started by trains. I worked as freight carman for the Milwaukee Railroad. I know about

break dust. How many pounds of break dust will there be per mile because of this increased traffic? This morning I was woken up at 5:09 am. There were 6 horns that I heard; maybe there were 7 or 8 before I woke up. It was a pusher engine at the end of the train that let me know it was definitely a coal train. I got up, it was dark, I had my coffee and went to the computer – I hate computers – but I Google'd up a few things. I found out about a primer of China who has $2.6 billion in corrupt assets since he took over. I looked at the cover of TIME magazine, it's got a red picture, communist red, and the front of it says, "The next leader of the unfree country." We are facilitating China in deconstructing America. They are our economic adversary, why are we facilitating them? We need to study this in the EIS. It's endangering my job, its endangering the jobs of almost all Americans that have been in manufacturing. I have a lot of other things to say, and I will be write those in. Having to take the time to come here now is cutting into my Saturday time. I was going to do chum eggs that I brought home from Hood Canal last week and work on Volvos. Here I am, pissed off. Am I a mad hatter from the mercury I had in the albuquerque at 7:30 for breakfast?

My name is Diana Kirkham and I live at 4681 Rural Avenue in Bellingham, WA. I live probably a stone throw from the railroad crossing. I would like them to address property value depreciation, health issues from the screeching, the dinging at the crossing, and also the deterioration of my home from the vibration. My foundation is deteriorating underneath me and my home is 85 years old. I'm concerned about my water quality there because of the trains. I think what needs to be studied when they do this are the people who live on that rail line. What are they going to do for us? I go for the global warming thing too, but I've had cancer whether it's related to living on a rail line. I have a daughter who has anxiety issues, maybe that's linked to her not getting any sleep. I was not aware of that until I came to this meeting today. They need to address that and make things right if this does go through for the people that live along that line.

This is Patricia Marks. My address is 2117 X Street Apt 1, Bellingham, WA 98225-3566. I am here to talk about some of my concerns, mostly about the request to the Army Corps of Engineers and the EPA to increase the scope to include these concerns about the environment which I will comment on now. First of all I want to personally say, I am here to retire, I've worked here all my life and I want to retire in a healthy and beautiful place. That's my personal motivation. Number one – I'm concerned about the change in temperature of the water at Cherry Point and elsewhere. Number two – I'm wondering about the shaded area and obstruction that could be caused by the building of ramps out over the bay and water, as well as the supporting structures for these ramps and how they will affect the wildlife. Number three – I'm concerned about damages to natural resources. Number four – I'm concerned about damage to the beach and the land adjacent to the water because of the tramping and other traffic increase. Number 5 – I'm concerned about noise level increase with humans. I'm concerned about the possible increase of adrenaline levels and perhaps wildlife changes similarly due to changes in the loudness of sound or different sounds. There could be some stress reactions. Number 6 – I'm

concerned – very important – about the balance of nature. Pease study life cycles of the wildlife involved. For example, can their life cycles continue with the changes that this coal shipping…

My name is Rebecca Snodgrass. I live at 4022 Jones LN in Bellingham. I can hear the trains; we bought that property because we like to hear the sounds of the trains. Their about half a mile from us, I can tell a coal train because it squeaks because it's so heavy. I'm deeply against the coal port. A nation that exports its raw materials is a third world nation and that is not what I think the US is used to thinking about itself. The only people getting rich off of this are Goldman Saks and SSA Marine at an enormous cost to our environment. I'm terribly concerned about the diesel particulate pollution. Everybody talks about you can't see the coal dust, but you don't see the dust floating around your living room either, now do you? Yet we have to dust things, so that's ridiculous to complain it's not visible. It actually is visible. I have some friends who have one of those yachting books that tell people where a good port to go is – people who spend their lives on sailboats – about Point Roberts, they say don't dock there overnight, you'll be covered in coal dust. I think Bellingham's future is going to recreation. I think that's where the money lies; I think that's what they should do. I think if they want people like myself to retie here who have means, we're not going to stay if it's a dangerous place to live.

My name is Jim Gowe and I live at 3010 Coalshen Street, Bellingham, WA. When I first heard about this coal train thing, I didn't take it seriously because I didn't take it seriously. I happened to have lived in Victoria, Australia for three years. There I believe it's the largest brown coal deposit in the world – some 27 miles wide, I think 50 some miles long. It was 40% water and I taught in a school there in a coal mining town, horrible! Just a horrible, horrible product! It should have been left in the ground. Even in that time, I remember the Japanese were in there sniffing around. Any case, back to Bellingham, to send this coal – I wouldn't be worried if it were only a year or two, but I've been told its decades –to Asia, our so-called competitors, makes absolutely no sense at all. The only few people that would benefit would obviously be the terminals, the people working at the terminals, which will be automated, and I'm sure it wouldn't employ more than a few dozen people at the most. What you are doing is actually selling arms to your enemies. I hate to call Asia our enemy, but they certainly are our competitors. There's only one sky and only one ocean and I can't believe some people believe in biblical verses, but they won't believe in facts by scientists that realize we are polluting the earth. It's a full fact, even to Republicans and I'm hoping people come to their senses because this is a step backwards. It's back to London and in the 16th century.

My name is Michelle Stellvetch. I live at 2717 Elm Street, Bellingham, WA. I am here to support the Gateway Pacific Terminal, but not jobs at any cost. Use of best practices to protect workers, communities, waters, air, and land is necessary and essential. Please consider the impacts of noise and vibration from the trains and how to abate it, traffic patterns and the effect of increased trains in the

right of way, economic costs benefits to our community and the impacts of water and how it's used, recycled, and re-used in the site.

My name is Kent Hoyer. I live at 3745 Kentberry Lane, Apt 95 in Bellingham. I would like for all of our environmental laws that pertain to this project to be followed to the letter. I believe that this project would not even have been proposed had there been intent to follow environmental laws. I absolutely favor the no-action approach to this and I am very concerned about public health and safety. I see the waterfront project being rolled over by this proposal. I cannot help but think of the definition of insanity because as we've all heard, it's doing the same thing over and over again, expecting different results. The results that we can expect from this project are a much dirtier environment, more adverse effects on human health, the environment, and we stand to lose some of the most premier fisheries in the entire planet by allowing this project to go forward. Thank you for consideration and remember the obligation to the decision makers that you have. You have an obligation to serve the public and to do so in an honest fashion that will help people.

My name is Mark Lowry. I live at 2442 Fesent way in Ferndale, WA. I'm the president of Local Labor and we have three principle interests that we would like to see advanced in this process. The first is that a very thorough economic analysis be done in terms of what this project would mean for the future of Whatcom County and the entirely and in the local area. The second thing we would like to see is that this scoping of the study be site specific rather than have it be diluted or industry wide or mind to China. We are concerned that it will be limited to this one project and the local effects for it. The third thing we would like to see studied in detail is the assets sufficient to mitigate potential vessel incidents are put in place. What are they? What's required? What exists now? What would be needed to provide a robust response in the straights should an incident with a vessel occur? Loss of power, collision, any of these sorts of things – these are the things we would like to see addressed in this study.

I'm Allen Shurman. My address is A21 Silverlake road, I live in Maple Falls, WA. My comments are brief. I feel strongly that the scoping process should include manifestations and ramifications of health issues. There is nothing more important than our individual health. There is strop evidence that particulate matter can have significant negative adverse effects. Also, health effects that may be indirect such as delaying rescue of vehicles that transport is important. I feel strongly that should be a regional northwest statement, as Governor Kitzhaber of Oregon, that this should include a broad evaluation of the entire process over the 5 or 6 sites.

My name is Maria Dumars. I live in Ferndale, really close to where this going to happen. I moved here 7 years ago from Minnesota because everybody said the air was pure, the mountains are beautiful, the water was perfect and now if this goes through I'm moving back to Wisconsin. And that's pretty bad because you've heard about Wisconsin on television. This is very upsetting and I get very emotional, but this is such a beautiful place. Why would you want to mess with it? I don't understand. I know money is everything to a lot of people, half the people actually, well my kids are everything! And I don't know how you can argue with that.

I'm Hugh Folt. I'm a resident of Ferndale, WA. I happen to be a school board member and I'm close to the Ferndale schools. My particular interest is I'm in support of the Gateway Project because I'm told it will provide ½ million dollars annually to the Ferndale School District. That's not new money, but it will help everyone pay their taxes by having a big neighbor tax payer. I understand that the project will hire lots of local people and that will help unemployment in our area. Most important reason for my comments today concern two elementary schools in the Ferndale district. They desperately need improvement, perhaps a total remodel. If the Gateway Project comes through it will be a big help for paying for the new schools. It's possible that some of the new construction workers that come to install the project will stay and enroll their kids in Ferndale schools and that increasing enrollment will help all of us in the Ferndale schools.

My name is Teri Whistler and I live at 2437 Cherry St in Bellingham, about a quarter of a mile from the railroad tracks and I am particularly concerned. I retired early to move to Bellingham for the clean air – retired from a polluted area in central California. I am particularly concerned about the cumulative impacts of the diesel emissions and the coal dust on the air quality in the rail corridor. In general and for me individually and specifically is the rail corridor in Bellingham. Please consider the air quality and the effect on health, particularly on the elderly and children on the rail corridor.

Good morning, this is Ken Carrascal. I live at 6324 Saxon Rd, mailing PO Box 108, ACME, WA 98220. I would like to issue two objections to the coal port. One is that I am a military veteran and I served during the Cold War. My unit was involved with the soviet threat. I have a real concern after watching global geo-politics that we are helping China, our most serious global competitor with their energy concerns. I hope it doesn't come to this, but it may be analogues to when we were selling steel to Japan in the 1930's. This energy that we are selling to China will be used to construct air craft carriers, other assets of their Navy, their Air Force and other parts of their military. The second issue that I have is that I'm a Marine Biologist, after the service I went to the school and got a graduate degree. Over the last two years, I would become convinced and alarmed at ocean acidification, the other part of carbon which will harm us, and I think that the more that we can cartel the use of carbon and their local community, the much better off we will be. Those are the two issues I have with the coal port and object to being located at cherry point.

My name is Joe Svjabotum I live at 205 Middlefield Road Bellingham, WA 98225. My issue that I'm concerned about is one of national security and that the sale of a non-renewable resource has a tremendous future value to our domestic security. Right now we only view it as a non renewable energy resource, but there are also multiple uses for coal and we're only as good as our current technology. My concern is not just applied cheap energy to a foreign country that can then use that energy to steal away industrial businesses because they can offer cheaper energy. Therefore, much more attractive to attract foreign businesses i.e. steal business away from the US economy. I think what we have to look at, besides all the environmental issues that we are all talking about here, is the national security issue. It is an energy resource that we have been blessed with domestically and we need to preserve that for future generations.

My name is Elizabeth Stewart. My address is 4382 Letiner LN, Blaine WA 98230. I'm actually in Birch Bay. My particular concern is what will happen when ships from China bring their bilge water over to our area and then discharge it. What's the impact going to be on the marine environment locally? I'm also concerned about the building over the heron hatcheries and what impact the decrease in number o herons? What's that going to do to all the species that depend on heron, including the local orca population? And I'm further concerned about the increased marine traffic in this area. The likelihood of collision between these ships and the fact that these ships are primarily single hauled. If there is a collision, what the probability is of some serious leak or discharge of contaminant in this area? My primary concern regards the impact on the marine environment. I'm also concerned of course about things like what happens when increased train traffic can isolate people from emergency services and about having the coal trains come through and discharge the coal dust into our local area.

My name is Linda Hutchinson. Please scope the direct impact of a wind blowing 40-60 miles per hour out of the SW on the piles of coal waiting to be loaded on the coal ships to China. That direction of wind will send blowup from the coal piles on to the BP oil refinery. Please measure the significance of this impact on the BP oil refinery i.e. fire, loss of life, shut down of the refinery.

All this protesting about a rail line that was originally put in to haul lumber, haul coal to begin with over 100 years ago! Everybody is talking about the rights of fish and the environment, really? What about the rights of the people that raise their families? Build to support and feed their families? Pay for a home? The rights to watch their community grow? To go and throw all of this on a fish that was transplanted over 80 years ago into this neighborhood and now they are going to shut down a rail line for it? We're at a time in our country right now where we need as many jobs that we can possibly produce. There's going to be some inches in everything, it doesn't matter what you're doing. We have to get this coal line through to make more jobs in this area. There are a lot of people looking for it. We've gotten cow coal cut down to a third of what they used to be, GP shut down completely, we have no industry in this area. This is going to be a major impact on us either way. How we deal with it? It is

going to depend on the Environmental Impact Statements and how they push it through. We need the jobs.

My name is Susanne Powlah. I live at 2225 Victor Street, so relatively close to downtown. I have three areas specifically I want to address. One is that I just returned from a trip to China – spent a week in China and became aware of how important it is to the Chinese, who are an enormous trade partner for our farmers, that our food be completely untainted. I want to scope the question of how the coal dust and the surfactants are going to affect our so-called organic produce and harm our trading in countries like China that are tremendously important. I also want a thorough examination of the question of respiratory illnesses in Whatcom County and how the increased coal dust and surfactants are likely to affect those, particularly in children. My son has asthma and I know our asthma rate is above average for the country and I want to look at areas like Watson and Point Roberts that have coal terminals and I want to see exactly what that has done to illnesses in general and respiratory illnesses in particular and the populations within those areas. I also want the EIS to look economically at our county and see what effect there would be at the waterfront. All of the restaurants, salons, sushi bars, hotels, the places where people need to get in and out quickly. How those waterfront businesses are going to be affected by the weights for the trains to pass by, which is going to change drastically if the coal terminals are built.

Hi – Lisa Bryce Lewis, Bellingham resident. I would like the impacts on the heron habitat study, the point made that we are still working on improving the habitat. It's not about maintaining it at current levels or reducing it. I would like the coal dust pollution concerns addressed for the health, especially children and elders, asthma patients. I'd like it addressed from Montana to the terminal to the entire distance. The safety of the crossing and who pays for the infrastructure of improvement at the crossings, the delayed times, and the safety issues involved with delayed times. I'd like a study of the noise impacts on people's wellbeing, on health, and sleep. I'm also very concerned and would like study on the vitality of the Bellingham downtown core. Since many trains and obstructions operate the downtown with waterfront, especially with economic development plans with GP leaving, we would be losing out on that entire potential? I want to have studied the impacts on the orca whales, and the loss of heron and salmon and that whole ecological food chain, as well as potential oil spill. The noise impacts of the boats in the waters.

My name is Justine Finkboner. I'm a Lumee tribal member, a Whatcom County resident and voter. 5 generations of living in Whatcom County, my great, great, great, great, great grandfather, CC Finkboner, established the treaty lines for the tribe. He set up the boundary for all of Whatcom county and the taxation for Whatcom County back in 1848, one of the first settlers to occupy this area. I'm here to today to speak on behalf of my family, I'm here today to speak as a fisherman, as a canoe skipper, as a concerned citizen about the environment. Since time of memorial, my ancestors have fished on Cherry

Point site. It's a site where the reef nets and anchors are below the water lines. We can no longer fish our heron up there because of the depletion of the docks and tankers have impacted on our coastline. We have a registered historical gravesite and village site in the green lines just above the Cherry Point area where they are proposing to build. They say their not testing, we know their testing. They've dredged and illegally bulldozed a road through the woods, knowing their only going to be imposed on low environmental fines by the county. We have registered historical sites, we're worried about the air that's going to pollute, and we're worried about the runoff from the coal particulates. We also have support of over 257 tribes and a council resolution proposal provided by the National Council of American Indians that we will be providing to you soon.

My name is Eric Hirst. I live in Bellingham, WA. I hope that you can conduct a comprehensive Environmental Impact Assessment that looks at the widest possible range of environmental effects, economic effects, health effects, and social and cultural effects concerning the proposed GPT terminal. I also hope that the EIS will take its scope to the entire world and not limit itself to just the GPT site or Whatcom County because the coal is going to be mined in Montana and then shipped from Montana west through much of Washington state and north along Puget Sound. The coal will then be shipped in big ships in Whatcom County all the way over to China or other countries in Asia. Because the coal will be burned in China, the pollution will come back at least in part to the NW United States. Because of global warming, I hope that the geographic scope, as I say, is very broad.

The question of the coal terminal here is the ability to burn clean coal which is not really possible. My name is Paul Schroeder, I'm an anthropologist. Blaine, WA. In 2011 TIME magazine looked at the 10 most polluted cities in the world, 2 of those 10 were in China. Number 1 and 2 of the most polluted were in China. The World Bank reports said 16 of the most polluted cities in the world were in China. Linith is in China and is classified as the most polluted city in the world. It has 3 million people that it impacts there. They don't hang their laundry out there because it turns black before it dries. The National Parks Service in this country have monitored air pollution that is coming back across the pacific ocean and have found the mercury concentration in fish in the Olympic National Park to be higher than 8 other western and Alaskan national parks. As a matter of fact, the concentration of mercury in the Olympic National Park is so high that it cannot be consumed by animals and people. I think the biggest question here involves the money that we're up against. The billions of dollars we're up against in the industry. The tax base for the coal in Wyoming is $1.2 billion. That $1.2 billion at a rate of 1,000 a day, if they pay that, it will take more than 3,287 years to pay off that much money. That's what we're up against here in Whatcom County, big, big money.

GATEWAY PACIFIC TERMINAL EIS SCOPING HEARING

Saturday, October 27, 2012

Squalicum High School
3773 E. McLeod Road
Bellingham, Washington

Reported by: Gwen Brass

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GATEWAY PACIFIC TERMINAL EIS SCOPING HEARING

Saturday, October 27, 2012

11:11 a.m.

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

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

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

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

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

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

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

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

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

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

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

we have your name spelled correctly.

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

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

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

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

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

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

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

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

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

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

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

MS. HULL: Thank you.

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

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

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

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

Thank you.

MS. HULL: Number 3.

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

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

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

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

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

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

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

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

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

MS. HULL: Thank you.

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

MS. HULL: Thank you.

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

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

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

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

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

Thank you.

MS. HULL: Thank you.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

THE REPORTER: It's not their speed.

MS. HULL: What?

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

MS. HULL: I can turn up the sound.

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

THE SPEAKER: Can you hear me?

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

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

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

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

MS. HULL: Thank you.

Number 7.

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

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

Thank you very much.

MS. HULL: Thank you.

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

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

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

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

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

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

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

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

that.

Thank you.

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

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

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

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

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

tax base ten years down the road.

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

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

MS. HULL: Number 10.

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

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

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

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

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

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

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

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

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

MS. HULL: Thank you.

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

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

Can you hear me now?

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

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

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

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

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

MS. HULL: Thank you.

THE SPEAKER: I'm James Wells.

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

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

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

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

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

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

Thank you very much.

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

shoreline.

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

Thank you.

MS. HULL: Thank you.

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

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

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

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

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

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

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

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

communities, will balance my potential losses.

MS. HULL: Next speaker.

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

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

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

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

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

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

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

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

Thank you.

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

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

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

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

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

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

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

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

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

Thank you.

MS. HULL: Next speaker, please.

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

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

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

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

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

Thank you.

THE SPEAKER: LaBelle Urbanez, 2159 Lummi ShoreRoad, Bellingham Washington.

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

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

I would like to say [Native language].

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

(Silence observed.)

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

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

Coal Trains Body and Soul.

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

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

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

This is what I have to ask of you:

Respect our elders, respect our youth, respect our

pregnant, and respect our dead.

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

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

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

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

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

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

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

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

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

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

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

Look to invest in clean energy or micro-beer.

We intend to have a sustainable future on this earth.

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

Scrutinize those with unethical investments.

Carefully weigh the costs and benefits of your assessments.

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

Take the Whatcom County doctor's advice.

They understand coal's hidden price.

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

Respectfully.

MS. HULL: Thank you.

Next speaker.

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

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

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

According to the BNSF website, the coal trains will

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

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

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

Thank you.

MS. HULL: Thank you.

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

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

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

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

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

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

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

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

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

MS. HULL: Next speaker, please.

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

So polar bears are in serious danger of going extinct due to global warming. This summer's unprecedented Arctic ice melt, when three-quarters of the ice melted away, has comprehensively broken all previous records.
Summer ice loss in the Arctic now equals an area the size of Alaska, Texas, and the State of Washington combined. The Arctic may be ice-free in the summer as soon as 2015.

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

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

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

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

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

Thank you.

MS. HULL: Next speaker, please.

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

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

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

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

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

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

Thank you very much.

MS. HULL: Next speaker.

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

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

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

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

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

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

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

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

I ask you to deny this project.

MS. HULL: Thank you.

25, 26, and 27.

AUDIENCE MEMBER: What about 24?

MS. HULL: Oh, 24 can be --

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

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

Thank you.

MS. HULL: Thank you.

Next speaker, please. 25.

THE SPEAKER: Well, I'm number 26.

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

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

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

export terminal.

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

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

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

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

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

numbers 28, 29, and 30 come down.

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

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

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

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

In other words, we citizens of Whatcom County will be

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

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

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

Thank you.

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

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

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

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

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

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

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

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

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

MS. HULL: Thank you.

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

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

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

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

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

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

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

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

MS. HULL: Thank you.

Next speaker, please.

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

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

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

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

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

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

Thank you.

MS. HULL: Next speaker.

32.

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

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

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

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

I can tell you that SS Marine has no skin involved

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

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

MS. HULL: Thank you.

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

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

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

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

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

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

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

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

MS. HULL: Next speaker, please.

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

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

We include trade associations, unions, companies, and

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

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

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

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

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

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

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

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

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

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

MR. STURTEVANT: Next speaker.

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

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

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

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

in particular and Bellingham in general.

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

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

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

Five, how much tourism will be lost?

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

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

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

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

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

MR. STRUDEVANT: 36, 37, and 38.

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

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

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

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

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

Thank you.

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

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

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

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

Thank you.

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

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

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

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

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

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

my future. Thank you.

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

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

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

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

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

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

trains move at a crawl as they pass our property.

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

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

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

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

Thank you.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Thank you.

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

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

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

There will be an increase of harmful emissions.

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

Thank you.

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

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

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

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

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

another in amplifying feedback.

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

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

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

44 -- 44, 45 and 46.

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

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

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

The argument by the NSF goes that the Gateway Pacific

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

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

MR. STURTEVANT: 45, 46 and 47.

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

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

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

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

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

MR. STURTEVANT: Thank you very much.

46, 47 and 48. 46 has the microphone.

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

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

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

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

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

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

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

47, 48 and 49.

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

hand quietly. Thank you.

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

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

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

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

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

Thank you.

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

48, 49 and 50, please.

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

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

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

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

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

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

Four, a marine species and habitat impact assessment for both the Cherry Point areas and all areas where coal transport ships will travel, assessing risks of spills, impact of noises and vibration, and other compliance issues under the Clean Water Act, section 404. Five, a geological impact assessment for impacts caused by coal trains' weight and vibrations on hillsides, cut banks, wetlands, and gas pipelines near the rail tracks.

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

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

MR. STURTEVANT: 49, 50, and 51.

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

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

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

Thank you very much.

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

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

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

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

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

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

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

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

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

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

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

MR. STURTEVANT: Yeah.

THE SPEAKER: Okay. Thank you very much.

MR. STURTEVANT: 51, 52 and 53.

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

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

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

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

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

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

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

Thank you.

MR. STURTEVANT: 52, 53.

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

Thank you.

MR. STURTEVANT: 53, 54, and 55.

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

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

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

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

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

Thank you very much.

MR. STURTEVANT: 54, 55 and 56.

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

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

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

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

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

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

Thank you.

MR. STURTEVANT: 55, 56 and 57.

THE SPEAKER: Dr. Harvey Schwartz, Bellingham.

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

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

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

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

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

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

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

MR. STURTEVANT: Thank you for your comment.

56, 57, and 58.

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

presented here.

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

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

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

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

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

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

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

MR. STURTEVANT: 57, 58, and 59.

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

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

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

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

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

all of us upon this planet.

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

MR. STURTEVANT: Thank you for your time.

58, 59, and 60.

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

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

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

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

MS. HULL: 59, 60, and 61.

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

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

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

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

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

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

Thanks.

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

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

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

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

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

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

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

Is it time?

MR. STURTEVANT: Thank you. Yes.

62, 63, and 64. 62.

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

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

Please study exactly how this is going to affect the

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

Thank you.

MR. STURDEVANT: 63, 64, and 65.

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

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

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

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

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

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

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

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

MR. STURTEVANT: Thank you very much.

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

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

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

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

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

MR. STURTEVANT: Thank you for the comment.

65, 66, and 67.

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

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

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

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

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

MR. STURTEVANT: 66, 67, and 68.

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

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

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

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

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

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

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

MR. STURTEVANT: Thank you.

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

MR. STURTEVANT: Thank you.

THE SPEAKER: Thank you.

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

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

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

water to drink.

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

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

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

Thank you very much.

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

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

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

with coal trains coming through the area.

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

We look today at the global issues, and this is an issue that goes beyond Bellingham. Global warming is a national -- or international fact. People, scientists throughout the world have supported that. Ice core samples have shown that C02 ratings are the highest they've been in 800,000 years.

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

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

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

I would remind if you would like to finish your

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

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

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

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

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

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

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

MS. HULL: Thank you.

Next speaker, please.

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

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

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

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

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

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

Let's get to work.

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

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

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

other plant and animal species.

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

MS. HULL: Thank you.

Can I have speaker 72, please.

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

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

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

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

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

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

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

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

MS. HULL: Thank you.

Next speaker, please.

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

Forty years ago after moving north from Seattle to a

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

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

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

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

Thank you very much for your time.

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

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

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

I have huge concerns about the health impact this

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

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

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

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

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

I ask that you take health into consideration.

MS. HULL: Next speaker, please.

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

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

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

need to protect life, we must prepared to escalate.

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

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

Thank you.

MS. HULL: Thank you.

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

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

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

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

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

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

Thank you.

MS. HULL: Thank you.

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

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

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

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

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

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

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

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

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

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

MS. HULL: Thank you.

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

MS. HULL: Thank you.

THE SPEAKER: Thank you.

MS. HULL: Next speaker, please.

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

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

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

The beauty of our community is that we are one based

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

Thank you.

MS. HULL: Thank you.

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

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

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

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

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

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

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

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

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

Thank you.

MS. HULL: Thank you.

Next speaker, number 80.

THE SPEAKER: 80?

MS. HULL: Yeah.

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

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

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

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

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

Thank you.

MS. HULL: Thank you.

May we have speaker 81, please.

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

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

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

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

MS. HULL: Oh, you have time.

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

MS. HULL: Thank you for your comments.

Can we have the next speaker, please.

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

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

Thank you.

MS. HULL: Thank you.

Can we have speaker number 83.

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

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

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

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

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

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

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

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

Thank you.

MS. HULL: Thank you.

84, 85, and 86, please.

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

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

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

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

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

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

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

Please study the impact of increased CO2 emissions

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

MS. HULL: Thank you.

THE SPEAKER: One more.

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

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

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

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

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

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

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

Thank you.

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

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

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

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

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

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

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

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

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

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

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

Back at home the drafts from these projects go not to

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

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

Thank you.

MS. HULL: Thank you.

Next speaker, please.

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

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

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

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

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

MS. HULL: Thirty more seconds.

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

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

MS. HULL: Thank you.

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

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

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

We live in an earthquake and tsunami zone. How is

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

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

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

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

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

Thank you.

MS. HULL: Thank you.

Do we have number 90? Are you number 90?

And can I have 91 and 92 also.

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

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

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

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

Thank you.

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

THE SPEAKER: I'm 92.

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

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

Thank you.

MS. HULL: Thank you for your time.

Can we have number 93, please.

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

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

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

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

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

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

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

Thank you.

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

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

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

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

Thank you.

MS. HULL: Thank you.

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

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

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

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

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

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

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

Thank you.

MS. HULL: Thank you.

Number 97, please.

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

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

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

MS. HULL: Thank you.

Number 98, please.

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

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

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

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

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

Thank you so much.

MS. HULL: Thank you for your comment.

We have our next speaker.

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

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

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

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

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

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

Thank you.

MS. HULL: Thank you.

Next speaker, please.

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

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

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

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

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

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

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

MS. HULL: Thank you.

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

speak yet?

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

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

GATEWAY PACIFIC TERMINAL EIS SCOPING HEARING

Saturday, October 27, 2012

Squalicum High School
3773 E. McLeod Road
Bellingham, Washington

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8 unavailable to verify spelling.)
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5 GATEWAY PACIFIC TERMINAL EIS SCOPING HEARING
6 Saturday, October 27, 2012
7 11:14 a.m.
8
9 MS. STRAUSZ-CLARK: Okay. Good morning. My name
10 is Jamie Strausz-Clark.
11 I'm a third-party consultant working for Whatcom
12 County Army Corps of Engineers and the State Department of
13 Ecology. I'm going to be moderating our discussion this
14 morning.
15 As I said a number of times, we have four hours
16 to get through 100 comments at ten minutes each, and we're
17 going to be pretty tight. So my job is to make this a safe
18 and efficient place for everyone who has a card to get their
19 comment in.
20 So with that in mind, I'm going to go over some
21 ground rules that we have for this discussion, and then
22 we'll get started.
23 First of all, I want to say on behalf of the
24 co-lead agencies that I'm glad that you're here and
25 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 So there are multiple ways. This is not the only
2 way, and all the comments will provided to the agencies.
3 There's no one better way to make a comment.
4 I also want you to know that state and federal
5 laws do not require a hearing, for public scoping. That is
6 required later for the EIS.
7 We are a public facility. This is not required.
8 We are doing this format this morning, this hearing file
9 format out of response to the community, to the Bellingham
10 community, who asked to have this opportunity to speak in
11 front of the committee.
12 (Applause.)
13 MS. STRAUSZ-CLARK: To meet that obligation, we
14 are required to provide a way for everyone in the community
15 to have their voice heard, which is why we provided multiple
16 ways to make a comment. Standing up at the microphone is
17 not the only way to make a comment. If you want to make a
18 comment, we remind everyone to keep in mind four topics:
19 THE COURT REPORTER: Jamie? Jamie? I'm sorry.
20 I need you move a little bit to this side. I'm having a
21 hard time hearing you.
22 MS. STRAUSZ-CLARK: A reasonable range of
23 alternatives, potentially affected resources, and extensive
24 analyses.
25 I should say can everybody hear me okay? Is the

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

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

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

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

AUDIENCE MEMBER: Please slow down. Please slow down.

MS. STRAUSZ-CLARK: Okay. I'm talking too fast again. Okay.

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

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

Once again, I'm going to call you three at a time, and I'm going to have the first person I'm calling 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. STRAUSZ-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

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

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

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

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

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

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

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

Please state your name for the record.

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

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. STRAUSZ-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.

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

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

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

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

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

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

MS. STRAUSZ-CLARK: 5, 6, and 7. 5 you're at the 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 C02, 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. STRAUSZ-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. STRAUSZ-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. STRAUSZ-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. STRAUSZ-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. STRAUSZ-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. STRAUSZ-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. STRAUSZ-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. STRAUSZ-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. STRAUSZ-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. STRAUSZ-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. STRAUSZ-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. STRAUSZ-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 expert 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. STRAUSZ-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

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

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

Have you thought about that?

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

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

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

Please state your name for the record.

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

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

Ship traffic is huge, and those are single hull ships. And I want to know what would happen if one of them 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. STRAUSZ-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. STRAUSZ-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. STRAUSZ-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. STRAUSZ-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 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 STRAUSZ-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. STRAUSZ-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

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

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

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

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

Please state your name for the record.

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

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

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

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

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

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

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

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

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

We did not know where our country would take us, but we've come a long, long way. Well, the Navajo, we, 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. STRAUSZ-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. STRAUSZ-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. STRAUSZ-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 C02 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. STRAUSZ-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. STRAUSZ-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. STRAUSZ-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. STRAUSZ-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.

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

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

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

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

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

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

Please state your name for the record.

THE SPEAKER: Hi. My name is Nicole Keenan, and 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 Filapina, 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. STRAUSZ-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. STRAUSZ-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. STRAUSZ-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. STRAUSZ-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. STRAUSZ-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. STRAUSZ-CLARK: Okay. We're going to take a
2 very short break and start back at No. 51.
3 (Recess taken.)
4 MS. STRAUSZ-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. STRAUSZ-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.

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

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

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

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

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

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. STRAUSZ-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

the entire coal corridor. Thank you.

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

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

Please state your name for the record.

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

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

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

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

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

environmental concerns. Please consider the following related to construction:

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

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

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

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

MS. STRAUSZ-CLARK: 57, 58, and 59.

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

THE SPEAKER: My name is Vicky Moyle, spelled 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. STRAUSZ-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,

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

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

Please state your name for the record.

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

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

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

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

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

Please state your name for the record.

THE SPEAKER: Hi. My name is Jenny Maida-Young. 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. STRAUSZ-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. STRAUSZ-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 our 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. STRAUSZ-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. STRAUSZ-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

is proposed.

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

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

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

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

MS. STRAUSZ-CLARK: Is 65 here?

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

66, please state your name for the record.

THE SPEAKER: My name is Cathie Bertola, and I'm a mother of two wonderful children here in Bellingham, and 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

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

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

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

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

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

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

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

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

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. STRAUSZ-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

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

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

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

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

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

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

70, please state your name for the record.

THE SPEAKER: I'm Pamela Boson. I'm from 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.

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

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

Thank you.

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

Please state your name for the record.

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

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

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

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

(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. STRAUSZ-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. STRAUSZ-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

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

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

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

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

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

MS. STRAUSZ-CLARK: Thank you.

THE SPEAKER: Thank you very much.

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

Please state your name for the record.

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

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

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

Please state your name for the record.

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

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

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

MS. STRAUSZ-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. STRAUSZ-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. STRAUSZ-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. STRAUSZ-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. STRAUSZ-CLARK: Okay. You're next.
19 THE SPEAKER: I'm next, okay. I'll hurry.
20 MS. STRAUSZ-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. STRAUSZ-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. STRAUSZ-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

education and be ready to travel," because at that time if you had talent, you had to travel to get to use it.

Paradigms shift. Let me tell you what's happening today. Jobs are seeking out people and people are moving to where they want to live; they like it, and then trying to figure out how to get the jobs there.

You will lose people. You will lose people from Bellingham in this area if this project comes in because they'll just move to where they want to live; maybe Colorado, I don't know.

That was an interesting set of hearings. It actually ended with Governer Spellman rejecting everything, and it cost him his election but he was Republican, and I have a lot of respect for him.

Adam Smith in final profit -- I didn't want to say this before -- is once you get -- after you pay all your expenses, the trouble is the coal industry does not pay all the expenses. It wants to dump it on other people. Last week, I sat down and had lunch with an engineer or two engineers from Powder River, I said, "Hey, we're looking at this coal stuff."

He says, "No problem with the coal powder stuff. It's just sort of like, you know."

I went to Point Roberts yesterday, and I did 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

me do that again. Because if I get called for that, I will hurt, and it will hurt my people even more. I suffer --

MS. STRAUSZ-CLARK: 97, 98, and 99. 97 you're up to the microphone. Please state your name for the record.

THE SPEAKER: My name is Terri Hall. I am not from Bellingham. I'm from Spokane, Washington.

I'm here today to send solidarity to the people here in Bellingham, and I hope you have listened to their concern, and I hope you will investigate their concerns. That's my first reason for me being here.

The second reason is a little more selfish. Every coal train that comes here to Bellingham, that's built, will come through Spokane. And I will see you in Spokane, and I will express my concerns to you then. Thank you.

MS. STRAUSZ-CLARK: 98, 99, and 100. 98 you are at the microphone. 99 and 100 you are at the desk. Please state your name for the record.

THE SPEAKER: Hello. I'm Donna Starr (phonetic) (No identification card.)

I'm from Blaine, Washington. I've been a schoolteacher for 42 years. In '93 I got my master's degree in cognitive neurology, and how it pertains to education.

I've studied a lot of -- variety of information, 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; bipolor-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. STRAUSZ-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.

Orcas need to be able to find their way underwater using sound, both to hunt and to communicate with each other and to locate their position.

It's already being disturbed by an excessive amount of engine noise. I don't know quite where the Navy is at with their experiments using sonar, but if we add 900 more ships a year to the Northern Puget Sound environment, I'm really concerned about the impact on the orcas.

Again, food sources are also being impacted. So I would ask you to investigate cummulatively, along with all the other sonars that disrupt the orca environment, what the impact will be on our orca population.

And, also, I would just ask why would anyone who trusts coal decides to do anything positive or anything, after watching the whole global financial system and their lies and their greed. Thank you very much.

(Applause.)

MS. STRAUSZ-CLARK: And 100, Please state your name for the record.

THE SPEAKER: Hi. Marie Hitchman, Bellingham.

I was just going to come today and take notes on what people were focusing on, but I think the result of my tabulation -- I wasn't going to talk about the result of my tabulation was that -- that everything is connected to everything else.

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

need to make a living. Thank you.

MS. STRAUSZ-CLARK: Ms. Roger. You're not a number.

THE SPEAKER: I'm not a number.

MS. STRAUSZ-CLARK: Please state your name for the record.

THE SPEAKER: My name is Holly Roger, and I work at a private school.

But I also work for a local nonprofit organization called Wild Whatcom, and I do family programs crucial for families all over Whatcom County.

And two places that we explore every year, are Marine Park and Boulevard Park. And what we don't know as families, is -- how the impact of those places being cut off, for our social and environmental health, concerns me greatly. Did you know we had sea otters at Marine Park?

Raise your hand if you do. That's right. My other concern is coal dust on our drinking water; with that being part of the assessment, I would love to see how that works. Thank you.

MS. STRAUSZ-CLARK Ms. Harris, please state your name for the record.

THE SPEAKER: I'm Wendy Harris. I'm a Bellingham resident, and I'm going to ask that you consider carefully 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

are not preferred, because they're going to cost the function, the value of all of this lost ecological function.

Additionally, I'd like more emphasis on habitat; more emphasis on the bird species; more emphasis on habitat and safety for the 550 acres of wetland that are going to be impacted; all of this has to be done on a landscape-based analysis. And what we're seeing now is clearly inadequate. Thank you.

THE SPEAKER: David MacLeod. I did speak earlier in the day, but I want to take one minute of that time and leave room for other folks.

I am concerned, in the near future, due to the price and availability of crude oil, we will need to be moving more frequently by rail, rather than by truck.

A survey done in 2008 and 2009 on a city and county, indicated that energy resources -- came our task force and our report stated:

"Freight transportation will become more costly, likely leading to mode shifts from air and truck to rail and ship."

These impacts should be included in the scope of the EIS. How would already crowded railways and shipping lanes, due to coal transport, allow this expected mode shift? Thank you.

MS. STRAUSZ-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 realties.
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. STRAUSZ-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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