

Individual Verbal Comment (Recorder)	Individual Verbal Comment (Court Reporter)	Public Verbal Comments (Room 1)	Public Verbal Comments (Room 2)
1 Doug Cameron	1 Terry Wissler	1 Gary Jensen	N/A
2 Ellen Cameron	2 Art Anderson	2 Chris Johnson	
3 Yu Berger	3 Jane Debrock	3 Max Perry	
4 Michael Jacobson	4 Lyle Anderson	4 Scott Korthuis	
5 Linda Hutcheson	5 Ellen Murphy	5 Perry Eskridge	
6 Bob Kramer	6 Jon M. Hurlbert	6 Ken Oplinger	
7 Keith Carpenter	7 Elizabeth Behnke	7 Jedidiah Brewer	
8 Alan Bell	8 Mike Kimmich	8 Manuel Reta	
9 Dennis Johnson	9 Virginia Malmquist	9 Jon Strong	
10 Donna Clark	10 Judy Hopkinson	10 Brent Goodrich	
11 Jonathan Franklin MD	11 Leslie Meehan	11 Darren Williams	
12 Leslie McFee	12 Roberta Smathers	12 Robert Landon	
13 James Wells	13 Amy Glasser	13 Laurie Hennessey	
14 Olivia Anderson	14 Becki Taylor	14 Jim Dotinga	
15 Dorita Gray	15 Kimber Mieras	15 Neva Lowe	
16 Eric Tremblay	16 Hudson Jacobs	16 Mark Lowry	
17 Nora Weisenhorn	17 Susan Whitter	17 John Munson	
18 Roberta North	18 Liz Wadsworth	18 Hugh Foulke	
19 Luanne VanWerven	19 Paul Pernevi	19 Mike Elliott	
20 Paul Orłowski	20 Richard Reese	20 Miguel Perry	
21 Amy Pashov	21 Bill Hemshaw	21 Leroy Rohde	
22 Lily Tate	22 Maria Demars	22 Lorraine Newman	
23 Paul Westby	23 Laina Berry	23 Greg Brown	
24 Zoe Gardus	24 Sally Jewell Hann	24 Kris Halterman	
25 Pat Vavrick	25 Madelynne Castle	25 Clarence Bob Sr	
26 Charles Law	26 Bill Castle	26 Ron Rhine	
27 Janice Scheech	27 Sheri Lambert	27 John Doornbos	
28 Katherine Hardy	28 Andy Ingram	28 Joanne Flores	
29 Sally Stapp (for Grace Rydberg)	29 Larry Blanchard	29 Bob Kramer	
30 Estelle Pin	30 Phyllis Graham	30 William Lafreniere	
31 Ron Groen	31 Paul Schroeder	31 Wes Kentch	
32 Jeff Jacobs	32 Meredith Stevenson	32 Eric Gustafson	
33 Time Cathersal	33 Darla Buchmeier	33 Kevin Foster	
34 Caesar Palma	34 Butch Bua	34 Joe Smith	
35 Wyburn Bannerman	35 Ann Brooking	35 Wyland Choker	
36 John Neighbor	36 Aissa Yazzie	36 Bonnie Onyon	
37 Elizabeth Hines	37 Jon Soine	37 Charles Powell	
38 Seth Owens	38 Stefan Pashov	38 Bill Alexander	
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**Individual Verbal Comment
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- 43 Monty McIntre
- 44 Grant Beld
- 45 Doug Binder
- 46 David Kerschner

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- 43 Luanne Vanwerven
- 44 Chet Dow
- 45 Anthony Wallace
- 46 Dave Johnson
- 47 Jeremiah Ramsey
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- 49 Jeremy Bert
- 50 Joan Al
- 51 Paul Westby
- 52 Tom Williams
- 53 Rick Bender
- 54 Laurie Santangelo
- 55 Steve Koch
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- 76 Paul Brownlie
- 77 Terese Vanassche
- 78 Judith Green
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**Public Verbal Comments
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**Individual Verbal Comment
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**Individual Verbal Comment
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**Public Verbal Comments
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**Public Verbal Comments
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- 86 Carolyn Gastellum
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- 88 Julia Orloff
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- 92 James Wells
- 93 Eric Tremblay
- 94 Katrina Dank
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- 98 Emily Carsten
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Speaker
- 100 Debra Goldman
- 101 Gary Coye
- 102 John Schick
- 103 Jill Macintyre Witt
- 104 Michael Botwin

Individual Verbal Comments (Tape Recorder)

Ferndale Meeting 11/29/12

Doug Cameron

My wife Ellen and I live in Birch Bay. We have done a lot of research on SSA marine scheme to build a coal terminal in our backyard. We wish to inform you of some of the key facts we have garnered in the past 2 years of research. Both my wife and I are retired construction electricians, and so we speak with some authority on workplace safety issues. In earlier times of construction too many people were hurt or killed in the construction industry. Our government saw the need for some oversight and enacted the safety program called OSHA. The Occupational Safety and Health Act. In the 2 years preceding OSHA's enactment, 14,000 workers died each year from workplace hazards and another 2 million were disabled or harmed. The chemical revolution following World War 2 introduced a vast array of new chemical compounds to the manufacturing environment. The health effects of these chemicals were poorly understood and workers received few protections against prolonged or high levels of exposure. The federal government finally decided something must be done to protect workers so on April 28, 1970, OSHA was born. Now the coal industry would like to have you believe that their so-called clean coal is perfectly safe in the environment. Nothing could be further from the truth. I have the latest OSHA report here with me today on the affects of coal dust on humans. This report applies to coal dust in the workplace. Other trades get OSHA reports that apply to the respective trade such as the electrical industry, etc. Our government EPA considers coal dust as a hazardous substance and has issued this OSHA warning. You can go online and print this out for yourself. Go to OSHA report on coal dust. After examining this document you should consider if you want coal dust near your homes, your workplace, your gardens, your schools, or your children. Coal dust contains formaldehyde, mercury, and other known carcinogens. Here is a report that is a detailed study of the dangers of coal dust exposure in the environment and the associated health risks.

Ellen Cameron

7546 Rob Lee Drive, Blaine, Washington

I would like to bring up the issue of wind-blown coal dust. We have a picture of the West Shore Coal Terminal in Tswwassen that has quite a large coal dust storm that you can't even see the terminal. The winds blew this coal dust into the community of Ladner 10 miles away. Residents at Point Roberts south of delta complained about the coal dust raining down on their homes and properties all the time. The coal dust is horrible. It invades the tiniest cracks and coats everything inside the home as well as outside. I know this. I was raised in the Ohio Valley near coal fields and steel mills fired by coal. Fortunately I left at an early age. Most of my siblings still live there and they all have health problems due to the environment. My brother Henry died several few years ago from a condition known as black lung that actually led to lung cancer. SSA has no plans to contain their dirty product. They plan to store their product openly. Subsequently the coal dust from trains and the proposed terminal will blow across the countryside into this community. You may have noticed the coal trains that sneak through here at night, park on the siting just north of Ferndale, sometimes waiting days for permission from Canadian authorities to proceed to the west shore and dump their coal. Canada has so many trains coming in the U.S. coal industry must wait their turn. The waiting coal trains, they are losing a lot of dust. The Source Watch website tells us the infamous Goldman Sax of Wall Street owns 49% of SSA Marine, the builders of the proposed coal terminal at Cherry Point. Goldman Sax also have holdings in China and other countries around the world where they build and own coal-fired powerhouses, including the U.S. In other words they want to ship their coal to their own interests around the world.

Yu Berger

5999 Gud Meridian Road

I have lived in Whatcom County all my life. I would just like to comment on the lady ahead of me. She told stuff that isn't true. I've hauled coal out of that Robert Banks up there. As far as I know they have never had a complaint. I just wanted to correct that. But the thing of it is. One thing I would like to say. I am a truck driver. I have been a truck driver all my life. I was stopped at the Cook Road intersection with the railroad about 3 months ago and I was the first one there and I timed the coal train. The coal train was coming and I counted the cars. It took about 2.5 minutes, 130 cars, so you can do the math. I guess they were doing about 40 miles an hour. But I have hauled coal all over the state of Washington from Cle Elum, from Chehalis, from Vancouver Island and I figure we have probably hauled more coal than most people ever thought about doing or having. Coal dust is almost nonexistent. We never even used to tarp it. We never had any complaints. And these people that think that that coal dust is blowing off the train. Their nuts because that's money. That is like dollar bills flying out the window. They just don't do that. You spray that coal with a chemical or water, it forms a crust and it don't go anywhere. In those coal cars they don't have a bottom dump. They roll them cars over to dump them. These people that say there is coal running out of the bottom of their cars, they are giving misinformation. They are not telling the truth and they don't know what they are talking about it. I've hauled a lot of coal and been around here all my life and I am certainly for this project.

Michael Jacobson

2300 37th Street, Bellingham, Washington 98229

I am a grandfather and my granddaughter is Mya. I am concerned about Mya's great, great granddaughter. I am angry as hell because as a grandfather who cares deeply about my descendents I believe that we should pass on a clean, healthy environment to them and that the decisions that we make right now affect my descendents. That we cannot care for this earth and pass this on to our children's children's children, is insanity. We have no vision whatsoever if all we can think of is just short-term jobs that pollute our planet, pollute the air. It is completely insane. Our intelligence is like a malignancy, rather than using it for the benefit of humanity.

Linda Hutcheson

Bellingham, Washington

I have lived, worked, and enjoyed boating in Whatcom County for 39 years. I am concerned about the increased congestion of the shipping lanes between Cherry Point and the open ocean if 400 large coal ships per year will be sharing these shipping lanes with oil tankers, tug boats, fishing boats, and pleasure boats. Please scope the impact of an additional 400 large coal ships per year, using the shipping lanes between Cherry Point and the open ocean on congestion that may raise the probability of collisions. Studying the impact of congestion in the above-mentioned shipping lanes is significant because of the possible loss of human and marine life due to collisions. Thank you so much.

Bob Kramer

293 Birch Bay, Lynden Road, Lynden, Washington

The reason I am here is to support the building of the terminal. I think that particularly the dock is going to be very beneficial for the environment, particularly the area of Cherry Point where there is herring that are spawned there. I've worked on all the docks, Conoco Phillips, Intalco, and BP. You can look down in the water and see the bait fish, the herring, and the small fish and the small salmon. They hide in those pilings and they sit there and they are protected. It is just like kelp. Bait fish hide in the kelp and

that is what they are doing at the docks. The other thing is that the salmon feed on bait fish and the more bait fish you can have there the more salmon you are going to have. That is what Orcas eat. So you are going to basically help all of the environment by building another dock. You take off of Florida they sank ships out there so the fish can hide. So that is a similar thing with this dock. We fished over by the Roberts Bank where that other terminal is and you never see any coal dust anywhere. We take the B.C. ferry back and forth. There is no coal dust on the ferry or at Roberts Bank where you launch at Tswassen, or anywhere. It has never been an issue and I've been doing that since the 70s. Nobody has ever said anything about coal dust or any runoff or anything. So I think it is a very beneficial project and I think it is going to help the environment.

Keith Carpenter

4394 Nordham Road, Everson, Washington

I also have a condominium in Fairhaven on 10th Street and I have multiple concerns. The railroad does go right by our condominium and so far I have noticed a lot of noise of the ones that are there. So I'm curious how many more trains really will be going through that corridor and also wondering how many actual rail cars per week will be travelling through that same corridor. What time of day. I am also a commercial fisherman and so I have obvious concerns about the impact on the fishing environment. Many years ago I fished herring at that same location when there were lots of herring. The herring have gone away, they don't know why. But, I can't imagine that having a coal facility with that many vessels anchoring around helping that, so I would like to know how that is going to impact the herring fishery there. I am also a reef netter off of Lummi Island and I'm curious what has there been a study to what that will do to the returning salmon runs. As well as the salmon leaving the rivers and heading back out into the ocean. I am real curious how many additional freighters will be coming into Puget Sound to transport this coal. I don't know how many ships are coming in now, but I would be curious what the relationship is. Is that twice as many, as many, half as many, three times as many, and what the residual, collective result of that many additional freighters would be to the marine environment.

Alan Bell

8302 Valley View Road, Custer, Washington 98240

To whom it may concern. In the spring of 2000 I received a letter from Williams Pipeline Company informing that unless I demanded that they cease and desist they would serve on my property for their GSX Georgia Strait crossing project. Their plan was to pipe gas across the border at Sumas to Cherry Point. Then across the Straits of Georgia to Vancouver Island. I wrote the letter and they did the survey anyway. They would take the easement across my property by eminent domain. I then attended a Whatcom County council meeting when Williams Company first proposed the GSX project. The council voted against the project pending further details. The EIS was rejected as incomplete. Then Williams Company submitted another EIS, the FERC endorsed both EISs. Myself and my neighbors formed a coalition against the project. We attended meetings with Williams Company and representatives from FERC. We sent letters to all the property owners on the GSX route to alert them to the facts about the project. We wrote to fisherman, tribes, and others with environmental concerns to stop the pipeline. After months of meetings and discussion a meeting was held that was not announced to the public to decide if the pipeline could be constructed. The hearing examiner found for the pipeline, however, the Williams Company legal representative noticed a procedural technicality that Whatcom County had failed to deny permission in a timely fashion. I reminded the chair that the council was against the pipeline from the start. At that point the Williams Company lawyers got up and left the meeting. About one week later Williams Company cancelled the pipeline. I see many parallels between the GSX and the proposed coal terminal. Again a few large companies want to jeopardize our county for their own greed.

We will probably be supported by the federal government. Eminent domain will be exercised to allow for more train tracks and infrastructure. I don't know if public input or lack of demand for gas caused the GSX to fail, but I do know that when the government and big business fail to recognize the moral majority they will fail. At the end of it all Williams Company just walked away. All the time and effort that we put into protecting our property and the environment was not an issue. Therefore, I propose that the coal port proponents offer a bond to cover the time, effort, and expense that we have put forth to save our environment for children and generations to come. Respectfully, Allan F. Bell

Dennis Johnson

Custer, Washington

I say that out of state money are propagating lies that aren't true. Decisions are being made with information by people from people that have an agenda that is against what is going on in the environment around them. I propose that any project of this magnitude that has environmental impacts that will last for 100s of years probably, should be left to the people that have to deal with it in their own space and that would be Whatcom County people and that the outside money, the outside interests, should stand back and let us do our process right.

Donna Clark

2502 Northshore Road, Bellingham, Washington

I have six generations of family in this county. My great grandfather came here in 1855. We have all lived here. This project needs to happen. It will be perfect. It is right where everything else is. They can put the wind terminals out there. Anything. It has already been a plan. I watched Chicago Bridge and Iron work for 7 years and they went south to Oregon. It is time to come up to the plate and do the right thing for this community. We need the jobs. They got rid of GP, the cement plant, everything that was on the water, every job we have ever had, every industry we have ever had they have just said they don't want it. They don't live here. They haven't tried to live here. I want my grandchildren and great-grandchildren to have a place to live. I think that I have seniority here.

Jonathan Franklin MD

520 Ridgeway Drive, Bellingham, Washington

I have basically two hats I am wearing here today. One as a physician in Whatcom County concerned about the environmental impacts, not only of the transport of coal, as well as what they are also proposing in the future, oil products through Whatcom County. I am concerned about more than just the building of the terminal. It is basically the transport of potentially noxious materials through the county. Transport over to subsequently to Asia and then you know, if these materials are burned, pollutants can come this way. I find it interesting that the scoping process proposed by most of the Gateway people talk just about the terminal here. They don't talk about the fact that the coal is being transported all the way from Wyoming through the Columbia Basin all the way through the state. So I want the scoping process to include not only the entire transport link, but the impacts in Whatcom County, specifically in Ferndale, and you know, what happens after it goes to China and comes back this way in the jet stream. That is going to be a hard thing to figure out but it must be taken care of. Second topic I would like to talk about is jobs. I have seen from the beginning the Gateway Terminal has talked about 300 jobs and now in the newspapers it has been inflated to 1,200 jobs or more. I would like to have that estimate be scrutinized. Thank you.

Leslie McFee

1224 Cornwall Avenue, Apt. 707, Bellingham, WA 98225

If you have a job or business related to our coastal waters or enjoy spending time on or near our coastal waters then you will want to know about the coal ships that would dominate our local waters if the Gateway Pacific Terminal is built. The official GPT application shows the coal ships would make 974 trips in or out of our local waters every year hauling 48 million tons of coal to China. Coal ships have the worst safety record of any commercial vessel. Coal ships are single hull, have poor maneuverability, and are not required to have a tug escort. Coal ships are Panamax or Capesize ships. The biggest commercial ships on the sea. Twice the size of the oil tankers currently allowed in our ports. Each coal ship carries up to 2 million gallons of bunker fuel for its own power. Coal ships are too big to move only in the northbound or southbound traffic lane of our commercial shipping channels. They would move down the middle creating hazards and delays for other ships. By imposing the most accident-prone commercial ships on the sea into the increasingly crowded Harrow and Rosario Straits, 974 times every year, GPT would significantly increase the likelihood of collisions and catastrophic oil spills in our local waters with devastating consequences for all. Ballast water is another problem. After unloading their coal in China the ships would fill their ballast tanks with up to 17 million gallons of water for stability, then sail back to Cherry Point and discharge the ballast water before filling up with more coal. Every year GPT's coal ships would discharge up to 8.3 billion gallons of ballast water from China into our local waters. Ballast water from China potentially contains several hundred different evasive species. Plants, insects, animals, that would seriously threaten the native species upon which our coastal communities are built. Our coastal communities, our lives and the economy depend upon a healthy connection to the sea. It is not worth endangering everything we value for 89 permanent jobs in 2016 and at most 213 jobs in 2026.

James Wells

3373 Topaz Court, Bellingham, Washington

I would like to address some comments I heard today in the room where commenters cited various industries, local industries, and some of the business success they have provided to our county. And my comment is that I request the agencies recognize that a coal export terminal is not an industry. It does not create anything and therefore when you look at things like proposed expansions or things that create new value and create new jobs, and so on, for something that is not an industry that is vastly less likely to occur. Once you have a full build out then facilities like a coal export terminal typically experience job decay. Other companies, the physical decay of those facilities over time. Companies find ways to do that same throughput with fewer and fewer jobs. Therefore, evaluating the purpose and need, the component that says will provide jobs, I think it is very important to recognize it is a job situation that is inherently decaying over time as opposed to growing because it is not an industry. It is not something that creates anything new. Thank you.

Olivia Anderson

1106 West Holly Street, Apt. A8, Bellingham, Washington

I live right across the street from the railway and it has already taken a long time to get used to all the trains going by. Having a train every 41 minutes that would be absolutely disruptive at the very least. I think it would be very disruptive to the development of downtown Bellingham. Something that our city has been trying to get on since I was about 10 years old and I'm 23 now. I would like to see Bellingham have a very robust and productive waterfront with lots of local businesses and apartment buildings, etc. Although a lot of the people here are talking about how this is going to be good for jobs. Not if it is going

to be cutting off an entire part of the county. Not if it is going to be, people are not going to want to work here and not going to want to live here if the waterways are so poisoned and if the environment is so bad for fishing, etc. I think a lot of people are ignoring the impact it would have on fishing in the Salish Sea. So I would really encourage you guys to have a very thorough environmental review at the very least. If we don't have a healthy planet to live on nobody is going to be able to have jobs and nobody is going to be able to exist. I hope you guys consider that. Thank you.

Dorita Gray

5636 First Avenue, Ferndale, Washington

I want to thank the committee for the opportunity to give my comments about the terminal and about the scoping process and the issues that the community is facing. I am concerned, first of all, about the infrastructure costs of transporting and the expanded transportation of rail through our county. I am also concerned about why we are continuing to do, be a part of the exporting of coal to people who are not trying to at least clean it. I live near the railroad tracks and I am behind the railroad tracks in two school districts in Blaine and Ferndale on a regular basis delayed by the trains that go through at the existing time. I grew up in Colorado right below the Powder River basin and as I travel home to visit with my family every year I pass through the communities that have "benefited" from the coal industry moving through their community. I am concerned that wherever we stand on this issue we shouldn't use the rhetoric that is in the hall about hysterical environmentalists or people who don't want jobs. We want jobs, we just can't continue to afford the infrastructure of rebuilding roads and bridges to get around clear cutting debris washed down from our rivers or from coal trains that allow emergency vehicles not to get to us or to our schools because of 8-minute delays at the railroad crossings and we end up paying for that infrastructure, as well as the infrastructure to get us to our waterways that are going to be hugely impacted by this.

Eric Tremblay

1092 Konig Lane, Coupeville, Washington, Whidbey Island

I wanted to direct my comment toward the recent news that global warming is making the sea level rise 60% faster than they thought, which was several years ago. We know that coal is a prime ingredient causing global warming and we know that storm surges like we saw on the East Coast are going to be on top of the higher sea level and are going to be very destructive. I personally live in a very low lying area with a salt marsh across the street. Now I just heard driving up here that the sea level rise is expected to be 2 or 3 feet by the end of the century. That will make my front yard a beach. I think we better start putting the brakes on soon if we are going to be prudent. I think we need to take precautions that we are not doing irreparable harm.

Nora Weisenhorn

5710 Northstar Road

17 plus years ago my spouse and I and our 3-year-old daughter moved to Whatcom County, given the natural beauty, clean air and water, reputation for good schools, and bountiful recreational opportunities, we felt that western Whatcom County was an excellent place to raise a family. Since then many more families have also come to Whatcom County. Many families have large gardens, grow much of their food, and raise animals for food, pleasure, and for small business. Our families depend on clean air, water, and soil to grow and thrive. With the anticipated additional 18 coal trains per day, each 1.5 miles long, arriving to and from Cherry Point, we can anticipate great increases in both coal dust and diesel exhaust. Coal dust contains heavy metals such as lead, selenium, mercury, all of which contribute to emphysema, bronchitis, and black lung disease. Diesel particulate matter is associated with impaired

pulmonary levels in adolescents, increased cardiopulmonary mortality, pulmonary inflammation, increased asthma attacks, severity and frequency in hospital admits in children, and increased rates of myocardial infarction and cancer. Recent studies now suggest a link between particulate matter and neurodegenerative diseases. These disorders such as Alzheimers dementia are the 6th leading cause of death in America today, have no effective treatment, and are very costly to manage. As a healthcare worker, I am very concerned about the increased cost to our society from illness and disability caused by these industrial pollutants. While it is very difficult to assign a value to the pain and suffering caused by these disabling conditions, cost for treating those affected and cost due to lost work hours can be measured. I request that the EIS measure the increased economic costs due to illness and disability associated with exposure to these toxins. These affects are not limited to the Cherry Point site alone, but will need to take into account all communities affected by the trafficking of these toxic materials from source to endpoint.

Roberta North

I am a resident of Whatcom County and I enjoy the many beautiful parks we have in this area. I am a rower, paddler, sail boater, Marine Park, Boulevard Park, Cornwall Beach, Swanage Park, and Squalicum Harbor, all busy places for recreation activities. I am writing this letter to ask you to study the effect that these additional coal trains will have on our potential waterfront development, existing parks, and our tourist attractions. The scoping is significant in addressing how and what the affect will be to our waterfront development in Bellingham, our use of existing parks and how tourists respond to increased noise from coal trains. Please evaluate how the project may affect our future tourism, as well as continued use of these areas by our current residents.

Luanne VanWerven

7555 Hanagin Road, Lynden, Washington

I am here today to speak in support of the Gateway Pacific Terminal. I believe that it is necessary for economic development in Whatcom County. I am a small business owner. My husband and I. We believe that it is essential for the future of our company. We have a trucking company over near I-5 and Smith Road and it will be of great benefit to the employees, to the company. I will be able to hire more people in order to. We anticipate that there will be work involved. I am also in support of the project for the next generation. I am with my grandson, Clayton VanWerven and when he grows up he wants to be a truck driver. Unless we have economic development and job opportunities for the next generation, then I am afraid that won't happen, so I fully support the process moving forward. Have no doubts whatsoever that a complete and thorough environmental review will take place and that the jurisdictions would not approve the project if it does not pass the highest quality and the highest standards. Thank you.

Paul Orłowski

1410 Aloha Avenue, Bellingham, Washington

I believe in a strong economy, but not jobs at any cost. I worked at BP Cherry Point Refinery for 12 years and now own my own business. A realistic evaluation of SSA jobs, is about 300. How many jobs will be lost because of it? For example, Barlenes, they are a manufacturing plant of healthy fish oils and nutritional supplements. They employ about 1,000 and they are expanding. They are on Slater Road not far from Sandy Point near the rail lines and the terminal. They rely on clean air. Coal dust is stirred up as it moves on the rail lines, onto the pile, onto the conveyor, onto the ship. When our air is tainted with coal dust will they no longer be able to package a pure product and have to close their plant? So we gain

300 jobs at the terminal, that's good, but we lose how many of those 1,000 at Barlenes and perhaps at other sites. Study the impact that coal dust will have on plants that require clean air.

Amy Pashov

2587 McKinsey Road, Bellingham, Washington 98226

I would like to request that all the traffic and rail crossings be investigated for safety and logical flow of traffic. There are many, but for example my area, Slater Road Crossing, as it heads towards the freeway. This is the main road that goes out to Lummi Peninsula and Lummi Reservation. There is a gas line that goes underneath near the river at that crossing. This could be a fire hazard. There is a big pile of wood chips and there is a business that is parked right at the same location. It is very near a fish and game preserve and a lake. I think this is a big hazard to have all of those in one spot. I would like it checked as part of this investigation. This is one of the main exits and entrances to that area. When it rains heavily like it has done recently, Marine Drive and Ferndale Road flood out and this is our only way in and out of our area. The impact of these trains would be huge especially if there was a fire. Second point would be that I feel that building this depot in this particular place should be looked at as a possible terrorist issue. We make ourselves a target. What are we doing and who is paying for protecting us as being a possible terrorist attack location for lack of better words. Thanks.

Lily Tate

723 14th Street, Bellingham, Washington

It is true that you would get jobs but you would spend more time in the hospital than actually working and earning money. The fish need clear water to breath. There was actually a guy who said there should be clear water, but he was for jobs, but I think that is just weird. —really have good air, good food, clear, healthy, so that they can live long and happy lives and we can have fresher food to eat.

Paul Westby

2451 Grandy Road, Ferndale, Washington

I live about a 1/2 mile west of I-5. Our house is approximately 60 feet from the roadway. We are accustomed to the traffic going from I-5 to the refinery and other places other points towards Birch Bay. This has not been a bother to us as we understand the necessity for jobs in the Whatcom County area. Traffic means jobs, means income not only for Whatcom County, but for those in the area that are coming out of the service and are needing work. People coming into the area. I believe that this would provide good paying jobs, which we desperately need. I am deeply troubled by good jobs businesses coming in that would offer good jobs leaving simply because there are people that come to this area from outside the area, which they are most certainly entitled to do and have their opinion, but I was born, I was conceived in Bellingham, born in Bellingham, raised in Bellingham, Whatcom County. I served 20 years with the County. I have family that have come out of the service and had to go elsewhere to look for employment. Part of the reason of that is that there are those that have a short-time interest in Whatcom County that have been fighting anything that would improve the job market simply because they don't agree with that type of job. I am truly an environmentalist. I would not be in favor of anything that would harm Whatcom County. This will not harm Whatcom County. There is not one but of proof substantiated. Even the dust is not an issue because as you know the cars are sprayed before the shipments and I've seen hundreds of cars hauling coal. I have not seen a speck of dust.

Zoe Gardus

2339 Ellis Street, Bellingham, Washington

So I guess one thing I wanted to talk about today in regards to the terminal was really posing the question about peoples values because that seems to be you know kind of where we are diverging here in terms of whether to agree or not to support the building of this terminal. I think you know what people really want is food on their table and a roof over their head and how are we going to go about getting that. I think one of the main questions that has come up with this terminal is whether or not it is worth. Even people that support the terminal are like you know if there could be another way that would be great, but this is all we have right now. What I would really like to urge people to consider is whether or not because this is the only option that we are given, if this is enough for us. Are we satisfied with that. I think that we all want a place to call home, want clean water and clean air to breath and food on our table and food in our children's bellies and I don't think that that has to come at the expense of degrading the environment, harming other communities human and non human communities at our own desire to have jobs. So I guess like when we are talking about the scoping process there has been a lot of mention of you know we really need to look at jobs, we really need to look at the economic impacts and I agree with all that, but I don't want to underemphasize the fact that we need to look at all the environmental implications that this coal terminal will bring. Because in no way in no light is coal going to be a good thing for the environment in the long term and I think that is just the reality of this terminal and the reality of coal and it has nothing to do with Hollywood or fear mongering it just has to do with political and physical reality. Thank you.

Pat Vavrick

5433 Salish Road, Birch Bay Village, Blaine, Washington

I would like to ask the committee to study the effects of the coal dust as it emanates off of the coal piles. I would like them to find out how the terminal plans to deal with this coal dust. Whether they are going to spray it with water or with chemicals. And if so, where will the water come from, how much will they use, how will it impact the drinking water of the surrounding areas, and what happens to the water after it goes into the coal piles? Does it go into the ground, does it go back into the water, into the Salish Sea? If they are using chemicals to spray it with I would like to ask the same questions. What happens to the chemical? Does it get washed into the groundwater or washed out into the sea. I would also like to comment on the effect on property values. I live in Birch Bay Village, which is within the radius of possible coal dust being blown in. About the time the terminal is finished and at full capacity, I may be looking to move and I'm wondering what my property values will be worth at that point if there is, in fact, coal dust spread over an area and into the Bay and possibly into Birch Bay Village. I think this could affect the whole county. They talk about jobs, but how many jobs are going to be lost because of this terminal. That is something that I would really like to have explored.

Charles Law

1519 Valhalla Street, Bellingham, Washington

I am requesting the EIS Scoping Committee to deny SSA Marine terminal project a permit to do this action, in the grading and clearing work that Gateway Pacific Terminal Site at Cherry Point. Our planning staff does not have enough qualified people to keep track of SSA Marine. What SSA Marine might do next? It took a man and his dog to spot this violation and report it. When confronted, SSA Marine just said, my bad. So how can we trust them when our planning staff cannot. They violated county development rules in doing such work. Work that resulted in clearing a total of 4.5 areas of land, including some questionable indigenous burial sites and protected wetlands. The Whatcom County

Natural Resource Supervisor, Wayne Fitch, said that the work done at the site had gone well beyond what was previously authorized in 2008. A land disturbance permit was not obtained by SSA Marine, which is required for the work. That has resulted in tree clearing and grading. SSA Marine has violated the county's development standards. Have they paid for the fine? Have they started restorations required? Should SSA Marine be granted a terminal permit for this terminal? Should they? They have gone well beyond what we previously authorized them to do. Should they be granted a permit for this terminal? Have they paid a fine? Have they started the restoration required? Thank you.

Janice Schuch

1411 West Axton Road

I am speaking in oppose to this development of this coal port out on the Golf Road area because, and I would like you to investigate and justify development. The coal air pollution, burning coal in China air pollution comes to us here in the Northwest. Its impact is currently being felt in the acidification, in harming our shellfish industry. I want studies done on that. The air pollution that would come from the trains. The air pollution that would come from the cars sitting at crosswalks across rails and idling is studied. It is the health care costs need to be included in weighing this project's justification. It must be included, my daughter studies of southeast Asia at the moment. She said why are they even considering this? Australia has had decreased demand for their coal from China currently. They are already trying to juggle the loss of that income of China demanding their coal. Why are we doing this and thinking why and thinking they are going to buy our coal or is there an ulterior motive here? I would like you to consider and study the cost of lost property values for all the properties lining Puget Sound where the rail travels. These are expensive valuable properties that will be lower valued, which will be a cost incurred by the communities that depend on that tax base and it needs to be weighed. The capacity of the other 9 ports to handle this rather than it be here. The Tribal Treaties of 1857 that gave them the shellfish beds on the coast needs to be honored.

Katherine Hardy

3405 Laurelwood, Bellingham, Washington

I've lived in Bellingham for over 15 years and I am a registered nurse at the hospital in Bellingham. I have seen firsthand what can happen when people don't get emergency services as quickly as they need them. I've seen people die because of this. I have concerns about people in Bellingham getting the emergency services they need when the coal trains are intersecting so many of our roadways. I feel concerned about children getting adequate sleep with the train whistles. I feel concerned about children and the air quality and the water quality from the coal dust and I hope that in your scoping process you will look at this and look at some long-term ways to consider the long-term effects on children of having coal dust in the air and having coal dust on the water supply. I also feel like what makes Bellingham a really wonderful place to live is our concern about the environment and I hope that in the scoping process you will take into account that there is a social aspect to the environment that makes Bellingham really unique and we are a community where many people choose to pay extra on their power bill in order to get clean energy and we have a university here, with the Huxley College of the Environment that is turning out people who are knowledgeable about what we need to have the environment be a sustainable place for all of us.

Sally Stapp (for Grace Ryberg)

I am speaking on behalf of Grace Ryberg. She was born 98 years ago on Fir Island and now lives in Anacortes. When I stopped by her room today to tell her I was coming to the scoping meet in Ferndale, she said oh good, I'm glad you are doing that, I have some things on my mind about that. I do not want

coal trains here. I am worried about the coal dust on the plants, and in the soil, and in the air that I breath. I am also worried about the traffic. I don't know why she is worried about the traffic because she doesn't drive. Most of all she said at the end of her little speech, she is worried about coal hurting the trees. She wants this corner of the world to stay green. Thank you for taking her comments. She will be very happy that I was able to say that for her.

Estelle Pin

3000 Bill McDonald Parkway, #25, Bellingham, Washington

What I am concerned about in terms of the scoping of this project is the location of the project. I understand that Cherry Point has been labeled industrial land, but before it was industrial land it was Lummi and other Native American land and it is still considered sacred burial grounds and fishing grounds. Will native peoples be considered in the process of making the terminal and what influence will they have on the decisions that are made in terms of how building the terminal will destroy their sacred burial grounds and fishing grounds?

Ron Groen

302 West Madison Street, Nooksak, Washington

I would just like to say that me and my wife own two small businesses in Whatcom County and also I work a 50-hour job besides. So I am looking at my children right now and grandchildren. There is actually not very many jobs available. They are getting 30 hours a week. A lot of people around us are getting that kind of work. 30 hours a week, 25, 30. It just doesn't support families. We need jobs like this. Look at this to be able to support a lot of people in Whatcom County. The businesses that we have. I would like to talk about that. No one has talked about that today. There are businesses, I have one in Lynden and one in Everson. In Lynden I am seeing businesses shutting down all around us. We are at the point where either we are going to need to do the same or sell, there is just not enough people. They are hanging onto their money. There is not enough people with good paying jobs that can even spend anything with the price of gas going up the way it did too. It took everybody's extra cash. We are at a point in Whatcom County, even Good Burger by Meridian. There are restaurants going out of business, there are buildings empty everywhere in Whatcom County now. That does not have to be. We have done that to ourselves by shutting down Georgia Pacific and other good paying businesses, jobs, just like the one we could get. I just really urge you to take a look at it. Please support the project. There is no reason it shouldn't go through. We can have good paying jobs, good thriving businesses once again in Whatcom County. Thank you.

Jeff Jacobs

5919 Cattail Place, Bow, Washington

I attended a Mt. Vernon city council meeting in July when the BNSF representative, Terry Finn spoke addressing the needs for infrastructure improvements. He mentioned the projected plan to extend the siting in south Mt. Vernon to accommodate freight trains and Amtrak. The project is to cost \$8.5 million just to extend one siting and close one grade crossing. Mr. Finn made it clear that the railroad typically pays 5 percent for improvements. Money for improvements to sitings, bridges, and crossings will come mostly from taxpayers. There are 27 at-grade crossings in Skagit County that will be impeded by coal train congestion. Studies done by Cambridge Systematics indicates areas along the I-5 rail corridor that are currently at or near capacity. Upgrades to the existing infrastructure should precede any future plans for expanded rail traffic. The EIS needs to address rail congestion, needed upgrades, and the allocation of cost for those upgrades outside the custer spur section. A new WSDOT report states that a

20% increase in congestion translates into net losses of more than 27,500 jobs and a \$3.3 billion in economic output. If coal becomes the preferred rail freight, cost for all commodities and goods to consumers will go up. Bottom line is costs will rise, property values will decrease, businesses, including small farms such as ours, will close or relocate. Revenues will go down. I live next to a major bottleneck. The Bow siting that actually seems to intensify problems rather than relieve them. Thank you very much for being here.

Tim Cathersal

1009 34th Street, Bellingham, Washington

I am a marketing professional and I own a small business in Ferndale. I have some thoughts about how the coal terminal might affect the brand for Washington state, specifically western Washington. My concern is that Washington state and the communities within, have spent a lot of time and money building a brand over decades of ecofriendly, adventure, green spaces, mountains, rivers, access to ocean. It is definitely considered a very green state. The Gateway Pacific Terminal, if it were to come through, I think, would blacken it with coal dust. A brand is something that takes decades to build, but it can be destroyed very quickly. Once gone, very difficult to recover. Western Washington is a place that is enjoyed by folks for hiking, for boating, for exploring the mountains, for camping, and running. We have the ski to sea here. All of these things really imply and project a series of messages about our environment, our care for the environment, and our respect for it. In particular, I have done some work for the Bellingham, Mt. Baker Tourism Bureau. Their entire brand focus for projecting messages about Whatcom County, specifically, are centered around those sorts of issues. The coal train would, I'm afraid, would come to be seen as a complete abrogation of the responsibilities that are implied by our respect and love for our natural environment. We would be hypocritical.

Caesar Palma

6180 Hamilton Avenue, Ferndale, Washington 98248

I own a house and work in Ferndale. I live here with my wife. We have been here for 3 years. Whatcom County resident all my life, but been in Ferndale for 3 years. I am concerned. Our house has. We are concerned that our house's value will drop more than it already has due to noise from trains being less than a mile, which I hear every night, the trains. We are also less than 5 miles away in the other direction from the actual coal terminal. I am worried that there will be. We have, living in Whatcom County my whole life, we have the wind that comes through here frequently and I'm afraid that we will get coal dust blowing off of the piles, the huge piles of coal out there. I really don't want to breath that or be near that and I'm worried that it will also another effect drop the value of my house being that close to a coal terminal. From what I've seen of coal terminals they are just huge piles of coal. And I'm also worried about the environment in the area. The wind coming through blowing the coal dust into the water. We eat salmon. The salmon food supply, the shellfish. I also don't see a whole lot of value toward the economy, especially with BP, Intalco, and Conoco Phillips all in the same area.

Wyburn Vannerman

3455 Klukan Road, Ferndale, Washington

We use the access road, the Valley View Road is our access north and according to the maps I am looking, or they talk about a cul-de-sac on the Valley View Road past the railroad tracks going north on the Valley View. I would like somebody to explain to me why they are putting a cul-de-sac there and for what purpose? I guess that is all I need. Somebody could address me at my address or give me a phone call. My phone number is 360-366-5568. I just am just concerned about the cul-de-sac.

John B. Neighbor

2320 I Street, Bellingham, Washington 98225

Yes, well regarding Gateway Pacific Terminal and the coal trains and the large mass quantity of coal that will be shipped if this goes through , and I hope it does not, out of the largest coal terminal ever to exist in North America. I want to say that global warming or global climate change is real and is here and is in process. We need to bring the carbon dioxide levels to below 350 parts per million in order for human civilization to survive. We are now at approximately 395 parts per million, on average, worldwide of CO₂, due to America's fossil fuel and coal-related industries, which have significantly contributed to global warming. This year, 2012 has brought the world's highest temperatures ever recorded in an average of 2 degrees centigrade above what normally would have existed. With the rise of just one more degree centigrade, mass extinction of all life on planet earth will occur. That is according to many notable world scientists. The summer of 2012, in the U.S., Europe, and elsewhere, we were literally on fire in the midwest, in Texas, in the southwest, and elsewhere. For the first time in human histories, the world's Amazonian rainforest, the lungs of the planet, became so dry that huge forest fires broke out. The glaciers are melting at an alarming rate, like no other time in human history. Please see the film Chasing Ice. Hurricane Sandy was caused by global climate change. The means to combat global climate change will no longer exist if Gateway Pacific Terminal is built. That will push human civilization over the cliff.

Elizabeth Hines

608 Boulevard Street, Bellingham, Washington

This is directly above where the trains run and this will be the train for the proposed GPT site going up to Cherry Point. We are opposed to the trains for many reasons. The environment, pollution, noise, danger, all of it, just environmental, marine, everything. This is what we hear from the deck of our house. Not going anywhere down near the train track, but just right from our house. We are definitely very opposed to the proposed project. *She plays a loud train recording.* Imagine listening to that day in and day out every day and it is going to be a lot worse.

Seth Owens

608 Boulevard Street

I am involved in the marine industry. Commercial industry, including fishing as are thousands of people in this county, thousands of people in Skagit County, thousands of people in the Snohomish County. Every county in Washington state has fisherman. We have to have fish or none of us have jobs. If, in fact, this thing goes through and the kill off the herring stocks, there is no telling if we will ever be able to recoup that resource. Much bigger resource and it affects much more of the industries here that are here now and all the people that are here now. So, who has the rights? Are the rights going to the CEOs back east that are selling the coal and digging it out of the ground which is public lands. Or are the rights with our local people that are making a living in the marine industry. You make the decision, but I think that should be part of the EIS scope. Is who has the right? As far as I'm concerned, if we want a cleaner environment for our kids and grandkids, I think we need to look at local economy and sustainable agriculture and aquaculture instead of selling a fossil fuel to China, who already has their own coal to start with. If they are going to burn coal they can dig it right out of their back yard. Why do we need to ship it across the sea? So that is my other point is, why don't we look at the feasibility of shipping it across the sea as a nation, do we benefit from such a thing, and what happens to our environment when

and if these environmental disasters happen, which is inevitable, as we have seen with the oil industry. That is my comment and I would hope you would address those issues in particular. Thank you.

Individual Verbal Comments (Transcriptionist)

GATEWAY PACIFIC TERMINAL
FERNDALE
PUBLIC COMMENTS

Taken at
Ferndale Events Center
5715 Barrett Road
Ferndale, Washington

REPORTED BY: Thad Byrd, CCR

REPORTED ON: November 29, 2012

SEATTLE DEPOSITION REPORTERS

600 University Street, Suite 320

Seattle, Washington 98101 PH: (206) 622-6661

1 FERNDALE, WASHINGTON; THURSDAY, NOVEMBER 29, 2012

2 -- oo 0 oo --

3 TERRY WISSLER: My name is Terry Wissler, and
4 I live at 2437 Cherry Street in Bellingham.

5 I know firsthand the excellent quality of the
6 fruits, vegetables and dairy products that come from the
7 family farms and small farms in northern Whatcom County.
8 I'm concerned about the impact of coal dust on the fields
9 of these farms.

10 I would hate to see a support or proposal based on
11 the belief of increased employment in Whatcom County only
12 to discover that the long-term impacts of increased coal
13 dust on fields really hurts the productivity and quality
14 of farm products, and, therefore, hurt the economy of
15 this unique agricultural region.

16 Therefore, I respectfully request that the impact of
17 coal dust on fields of the farms of northern Whatcom
18 County be included in the scoping process. Thank you.

19 ART ANDERSON: Art Anderson, 5326 Williams
20 Road in Everson, fourth generation Whatcomian. I have
21 the homestead deed hanging on the wall in my home.

22 I've served on lots of boards, task forces and
23 committees; i.e., I chaired the Bellingham Bay Futures
24 Group, which is an 18-month process looking at the old GP
25 facility.

1 I was also involved with a GP advisory group,
2 Georgia Pacific, and I guess my point being was all the
3 trickle-down effects and impacts that Georgia Pacific had
4 within our community. We're talking millions of dollars.

5 And I guess my closing statement would be I think
6 everybody needs to take a deep breath, relax, and let
7 this group, the GPT, complete their thorough review
8 process, and then go from there.

9 JANE DeBROCK: My name is Jane DeBrock. I
10 live in Whatcom County, and I'm going to make a comment
11 about the proposed coal port that is planned for Cherry
12 Point.

13 One of my concerns is the effect on the marine life
14 in that area. It is a marine reserve out there and needs
15 to be respected as that.

16 Construction of the piers and the disturbance of the
17 shore and seabed that goes along with that, plus the
18 disturbance by the huge tankers will seriously impact
19 that shoreline and the seabed.

20 There is a herring spawning ground here that is
21 irreplaceable. These herring only spawn at this spot.
22 And if their spawning is disturbed, they will not exist
23 anymore.

24 This, of course, will affect the food chain for the
25 salmon, the orcas and other marine mammals. They depend

1 on the herring. Affecting the salmon runs is a serious
2 issue, not only because we depend on the salmon, but our
3 neighbors to the north of us in Canada also depend on the
4 Fraser River salmon run.

5 And if this is disrupted, there will be political
6 and treaty consequences that we need to be concerned
7 about. This is only one of my concerns about this huge
8 project that is being considered for this area.

9 LYLE ANDERSON: My name is Lyle Anderson. I
10 live in Bellingham, and I'd like to refer to the
11 following section of the revised code of Washington,
12 RCW 43.21C.030.

13 The legislature authorizes and directs that to the
14 fullest extent possible the policies, regulations and
15 laws of the State of Washington shall be interpreted and
16 administered in accordance with the policies set forth in
17 this chapter.

18 And, two, all branches of Government of this state,
19 including state agencies, municipal, and public
20 corporations and counties, shall recognize the worldwide
21 and long-range character of environmental problems, and
22 where consistent with state policy, lend appropriate
23 support to initiatives, resolutions and programs designed
24 to maximize internal cooperation in anticipating and
25 preventing a decline in the quality of the world

1 environment.

2 In view of this law, I request that you consider the
3 impacts of GPT to the contribution of the mining,
4 shipping and burning of the coal produced and transported
5 in relation to the proposed GPT terminal will have on
6 climate change and its potential effect on vulnerable
7 populations of people, animals, and plants, the potential
8 effects worldwide of the emissions ejected into the
9 atmosphere from the burning of this coal, and the
10 apparent contradiction to international cooperation in
11 anticipating and preventing a decline in the quality of
12 the world environment that will be realized by enabling
13 the United States and other countries to collude in
14 extracting, transporting and burning this coal.

15 ELLEN MURPHY: My name is Ellen Murphy. I
16 live in Bellingham. I'm a grandmother and a retired
17 licensed Washington State counselor.

18 I am concerned about the mental health of our
19 community, and I want the impacts of this proposed
20 terminal and the coal trains that go with it on the
21 mental health of our community to be scoped.

22 I want it to be studied because I talk with a lot of
23 people, young, old. People are feeling tremendous
24 anxiety. People are feeling depressed. People are
25 feeling overwhelmed. They're feeling lied to. They

1 don't feel safe.

2 For example, on the radio this morning, two
3 representatives of SSA Marine -- I guess I don't need to
4 say their names, but they clearly stated -- I wrote it
5 down, quote/unquote, that this proposed terminal is all
6 about jobs.

7 Now, it isn't all about jobs. Everybody knows that.
8 They know that. It's about profit. It's about the
9 bottom line. And maybe some of it is about jobs, but
10 they said it's all about jobs, so people feel
11 distrustful. They don't feel safe. They're worried
12 about global warming and the planet.

13 The young people, they know about the loss of
14 species. They know a lot more than people think they
15 know. The herring in Cherry Point is down 90 percent
16 already. It needs to be saved. It needs to be
17 preserved.

18 And so I didn't write any notes. I'm not reading
19 this. I'm just speaking from the heart. But as a mental
20 health professional, I feel that the mental health of our
21 community is at risk, and I want that to be included in
22 the scope.

23 JON M. HURLBERT: I'm Jon M. Hurlbert. I
24 live in Ferndale. I've been in Whatcom County since
25 1980.

1 I think that one thing that must be brought into
2 consideration is whether this coal port, this exporting
3 of our natural resource in Powder River Basin and all
4 that larger area that these coal fields are in, which is
5 North and South Dakota and Nebraska, Montana and much of
6 Wyoming, it's a natural resource that I don't think we
7 should squander by selling it off to someone else
8 competing against us.

9 Now, the Department of Ecology I think is compelled
10 to consider the threatened and endangered species in the
11 area of which there are many.

12 We need to know how the problems that may come from
13 this are going to affect those. That needs to be checked
14 very carefully, and they should not be allowed to damage
15 them.

16 The CO2 pollution is already affecting the ocean,
17 the animals in the ocean. It's adversely affecting
18 shellfish in the Northwest already. That's a known fact,
19 and there's got to be some downstream effects of that,
20 too.

21 Another issue is I'm concerned about the friability,
22 spontaneous combustion of Powder River Basin coal, which
23 happens a lot, and the noxious gases that are given off
24 in those cases.

25 ELIZABETH BEHNKE: Dr. Elizabeth A. Behnke,

1 Box 66, Ferndale. As a Ferndale resident, I would like
2 to request that you study the effects of diesel pollution
3 on the reproductive health of young people given the
4 close proximity of Central Elementary and especially of
5 Ferndale High School to the train tracks.

6 I further request that the study begin by
7 determining the current levels of diesel pollutants
8 already present at these locations, establishing a
9 baseline for future monitoring, and then mapping the
10 prevailing wind patterns between the tracks and the
11 schools.

12 But in addition, I request that you study just how
13 far from the train tracks one has to be in order to avoid
14 diesel particulates completely.

15 Moreover, I would like to request not only that you
16 consider the scientific literature on the effects of the
17 pollutants in question on the reproductive systems of
18 other organisms, but also that you'll carry out
19 epidemiological studies similar to those undertaken to
20 identify risk zones by evaluating lung cancer clusters.

21 This was done, for example, in Spokane, but focused
22 here on such issues as compromised reproductive organs,
23 rates of miscarriages, birth defects, male sterility and
24 so on.

25 Furthermore, since there are schools, playgrounds,

1 parks, family homes in close proximity to the rail line
2 along the entire length of the proposed project, I
3 request that such risk assessment be carried out
4 regionally and not just for Ferndale.

5 I would also like to request that the long-term
6 medical costs of all of the health risks identified be
7 included in evaluating the projected economic effects of
8 the project, taking into consideration the impact over
9 the entire span of this operation.

10 In fact, I would like to request that you
11 incorporate the general principle of examining the
12 cumulative regional and long-term effects in your
13 approach to all of the factors that you study. Thank
14 you.

15 MIKE KIMMICH: My name is Mike Kimmich. I
16 own Pacific Marine Exchange, Inc. I have owned the
17 business for 19 years along with my wife.

18 My biggest concern is I am within one block of two
19 crossings, one a railroad crossing. One is an armed
20 crossing, the other is a non-signal crossing.

21 I feel that I will be totally cut off from my
22 business, from the people who come to my business. We're
23 on the other side of the tracks along the waterfront.

24 My business is directly related to waterfront
25 activities. There are two competitors on the other side

1 of the tracks. I feel that the scoping should address
2 the number of times it takes an individual to not be able
3 to get to a store before they change their habits and
4 change their shopping locations.

5 That's specifically the economic impacts on a small
6 business, and that's my major concern about my business
7 and the direct economic impact this will have on my
8 business and my customers.

9 I return about \$250,000 in direct income to my
10 customers through consignment sales, and I feel that will
11 be dramatically impacted and drive me out of business.

12 Location, location, location, and my location sucks
13 now because I'm on the other side of the tracks from my
14 competitors. That's probably two minutes, and I'm
15 comfortable with that.

16 VIRGINIA MALMQUIST: My name is Virginia
17 Malmquist. I'm a resident of Whatcom County. I have
18 multiple concerns. My primary concern is global warming.

19 We are well above 350 parts per million right now,
20 and burning coal is responsible for something like 24
21 percent of global CO2.

22 And anything we do that encourages further use of
23 coal is causing Katrina and Sandy and other weather
24 patterns that are destructive. It's not only destructive
25 for us, but it's destructive for the whole world.

1 I'm also concerned about the impact the coal dust
2 has on local farmlands. Coal dust is carcinogenic, and
3 there are several organic farms in Whatcom County that
4 would be negatively impacted by having a carcinogen
5 blowing in the wind around here.

6 Additionally, I'm concerned about the tourism
7 industry because I'm concerned that big coal ships are a
8 hazard to coastal and inland water navigation and could
9 cause serious damage to the environment and serious
10 damage to the sailing and motorboat industry here, which
11 is a big piece of our tourist dollar.

12 I'm also concerned about emergency services, and
13 their accessibility to the various parts of the railroad.

14 JUDY HOPKINSON: Hi, my name is Judy
15 Hopkinson. I am a retired scientist and former associate
16 professor of pediatrics of Baylor College of Medicine.
17 And in looking at this proposal, I have actually some
18 deep concerns about the potential for the impact on birth
19 defects.

20 And I would really recommend -- I would ask that the
21 group or the committee do something to gather data on the
22 impact of the particulate matter in particular on the
23 rate of birth defects, including autism in this county
24 presently and in other counties when the level of diesel
25 particulates has been increased by either increased

1 railroad traffic or ship traffic.

2 I understand that the economic benefits are
3 potentially beneficial, but I think the risk to our
4 population is very, very great.

5 If there is an association between the increased
6 particulate matter and birth defects, I know there is
7 between autism and particulate matter from research that
8 I am familiar with, and I do hope that the committee will
9 take this into serious consideration. Thank you.

10 LESLIE MEEHAN: My name is Leslie Meehan.
11 With some pride, Washington State put an end to
12 coal-fired electric power with the recent closings of the
13 two coal-burning boilers at Centrailia in Washington.

14 This was said to be a good thing because it reduced
15 our state's CO2 emissions, a major contributor to global
16 warming. Centrailia reportedly emitted anywhere from
17 eight to as much as 11 million tons of carbon dioxide
18 yearly.

19 In 2010, Millennium Bulk Logistics proposed a coal
20 export terminal for Longview that would handle 5.7
21 million tons of coal annually. Its production of CO2 was
22 estimated to roughly equal at least the eight million
23 tons of the Centrailia plant.

24 The Gateway Pacific Terminal is slated to process 48
25 million tons of coal a year. If 5.7 million tons of coal

1 at a terminal would create some eight million tons of CO2
2 each year, then a 48 million ton GPT should produce some
3 64 million tons of CO2 every year, or at least eight
4 times as much as the Centrailia coal-powered plant.

5 If Washington State saw a coal-fired Centrailia
6 detrimental, how can transferring more than eight times
7 Centrailia's annual CO2 emissions to Cherry Point make
8 any sense at all?

9 I urge the EIS to carefully study the potential
10 impact that a Gateway Pacific Terminal would have with
11 regard to global warming.

12 ROBERTA SMATHERS: My name is Roberta
13 Smathers, and I would like to see the Gateway Pacific
14 jobs come in because the economy is so bad my husband had
15 to go to West Virginia this spring for work.

16 We've lived here for 27 years. And his company that
17 he worked with, they even went down and -- he's home
18 right now, but he's going to have to leave again.

19 We need something to give jobs here in this
20 community, and I know that the environmental -- the
21 environmental will be -- the rules will be followed.
22 They're so strict, I mean, that they will be done, so
23 that's all I have to say.

24 AMY GLASSER: My name's Amy Glasser. Thank
25 you for this opportunity. My husband and I moved here

1 about nine years ago to live in a small town with clean
2 air and exceptional quality of life. We came from the
3 east and chose not to live in an industrial area.

4 We built a small home on 10 acres of wetland in
5 Custer. Our retirement home is now also located about
6 750 feet away from where the proposed Custer rail yard
7 will be located.

8 The BNSF proposal is for four additional side rails,
9 turning one track with one side rail into two tracks with
10 four side rails.

11 I've been told that while these trains are on the
12 side rail, they can't be turned off, resulting in up to
13 four trains idling constantly as they wait to get to the
14 terminal. That's constantly, not just as trains go by
15 for six to seven minutes, which I won't be addressing
16 today.

17 Currently, the side rail is pretty consistently
18 used. I must assume there will be more waiting with this
19 proposed project. That's four engines waiting, idling
20 constantly, spewing dangerous diesel particulates into
21 the air constantly.

22 The uncovered coal cars will blow dust and coal dust
23 in the air, water, and lungs of all the living creatures
24 in the area. We have extreme winds.

25 Lastly, coal can spontaneously combust. While on

1 the spur, these coal trains will be idling next to other
2 trains carrying highly-dangerous materials. Please study
3 the significant impact of the constant diesel
4 particulates and coal dust emitted in the air while
5 trains are constantly idling on the side rails.

6 Please also study the risk of having waiting coal
7 cars in close proximity to highly-combustible materials
8 and other trains waiting.

9 There aren't a lot of us on the spur, but those up
10 here are affected significantly by this proposal. There
11 is significant life on the spur, and this rail yard will
12 impact this life beyond repair.

13 BECKI TAYLOR: I am a local realtor, and I am
14 representing the people for jobs. This last year in my
15 real estate career there have been more short sales and
16 loss of jobs than I could even care to comment on.

17 It has privately hit home within reach to many
18 multiples of people, that I have walked them through the
19 loss of their homes due to the loss of jobs.

20 So I am commenting about the EIS process in hopes
21 that it will continue in a speedy way. I'm not pro nor
22 against, although I would love to see jobs come into our
23 county so that people could keep their homes and keep the
24 lifestyle that they love here in Whatcom County.

25 KIMBER MIERAS: So today I actually want to

1 talk about Elliot City, Maryland.

2 In August there was a train hauling coal derailed on
3 a bridge in the city's historic district killing two
4 college students who had been drinking together and
5 hanging out on the tracks. Nearly two dozen railroad
6 cars flipped over, including some that fell onto vehicles
7 in a parking lot below the bridge.

8 The students were posting photos and comments from
9 the bridge shortly before the derailment on twitter, and
10 so that's how they were able to identify what was
11 happening.

12 Elliot City is a picturesque small town with several
13 bars, gift shops, antique stores and converted old
14 buildings very much like Ferndale, and the railroad runs
15 across main street very much like Ferndale.

16 Many of the train cars fell onto automobiles. They
17 have massive piles of coal and heavy train cars on top of
18 auto cars, and then residents looked out at the damage
19 Tuesday morning and found damaged cars.

20 Several gray train cars were still on the bridge
21 while others could be seen derailed farther down the rail
22 line. A number of cars were in the wooded area and the
23 train tracks that ran along the Patapsco River.

24 Young people often party near the parking lot and on
25 the bridge and the tracks despite fences around the area.

1 It's sort of a magnet for teen high jinks, and I think
2 that's true wherever you go, not just in Maryland.

3 The train was going 25 miles an hour when it
4 derailed. About a hundred pounds of coal spilled into a
5 tributary of the river that parallels the tracks, and
6 much more coal lay along the edge of the tributary,
7 raising concerns it could boost the acidity of the water
8 or threaten aquatic life.

9 SUSAN WHITTER: I'm Susan Whitter, 2406
10 Williams Street in Bellingham, and I wanted to say first
11 that I myself am struggling with finding work as well as
12 a lot of other people in Ferndale.

13 So I understand that that's a concern, but I truly
14 think that there won't be very many jobs that are ongoing
15 once the facility is built. So I don't think it's really
16 going to help that much in terms of work.

17 I've heard a lot from both sides of the table about
18 the U.S. as a nation trying to work towards energy
19 independence, and so I think why don't we keep the coal?

20 I think that the greatly increased train traffic
21 through both Bellingham and Ferndale is going to
22 significantly damage the environment in those areas.

23 And since in Ferndale it is right by the river, and
24 in Bellingham it's right by the bay, that it's getting
25 into our waterways, and I guess that's about it for now.

1 HUDSON JACOBS: Hi, my name is Hudson. I'm
2 eight years old, and I do not support coal. And I want
3 to know will the coal clog our lungs?

4 LIZ WADSWORTH: My name is Liz Wadsworth, and
5 I'm speaking on behalf of my six-year-old son, Alden
6 Jacobs. And his question was how will the coal project
7 affect the fish and crabs?

8 We do a lot of fishing and crabbing, and we want to
9 know if we can still eat this fish and crab if this
10 project goes through.

11 PAUL PERNEVI: First of all, I haven't heard
12 anybody mentioning alternatives to this site. There is
13 already a coal terminal near Vancouver, Tswassan. Could
14 that be an alternative to this issue for those who are
15 concerned about the environmental impact here?

16 The other subject is are we able to make sure that
17 the train side of the thing becomes more environmentally
18 sound?

19 I don't know how good of coverage there will be on
20 the train rail system making sure that there's no dust
21 and no pollution is generated by the movement of the
22 train.

23 Other than that, I am basically for trying to find a
24 good environmental solution, and locating it here would
25 be good for the economy. I'm totally convinced about

1 that.

2 RICHARD REESE: My name is Richard Reese.
3 I'm a resident of Bellingham. My concern is that the
4 communities that are all up and down the rail line that
5 have to pay for railroad and safety upgrades at crossings
6 will actually end up losing jobs.

7 So I ask that the EIS include a study of job loss in
8 two significant areas. One is in the cities and towns
9 themselves that will have to foot at least 90 percent of
10 the bill to provide railroad and safety upgrades at
11 crossings.

12 The jobs at risk here might be fire, police,
13 library, recreational activities, the people that change
14 the street lights. All of these people are in jeopardy
15 of losing their jobs due to budget cuts.

16 And second, the number of people that will never see
17 a job come to pass because the planning and financial
18 resiliency of the cities and towns is basically gone for
19 the next few decades in order to be able to pay for the
20 millions of dollars that it would cost to provide these
21 upgrades. I mean, we do this at home, right? Why plan
22 for something that we know we just can't afford?

23 So my hope is that while I support jobs, I know we
24 need the jobs, I know we need the skills that these jobs
25 here represent, I'd like to see these jobs go toward a

1 clean energy future and not toward a spiralling vortex of
2 pollution and coal poisoning. Solar arrays and wind
3 turbines do not build themselves.

4 BILL HEMSHAW: Bill Hemshaw, 2653 North Park
5 Drive, Bellingham, Washington. I've been a resident here
6 in Whatcom County for 40 years, and I have been involved
7 peripherally in supporting some of the projects that
8 previously had been advocated for Cherry Point.

9 This by far is the best project. It would command
10 the most environmental scrutiny, and it's very important
11 that the scoping process goes looking at the negative
12 things as well as the positive economic aspects of it.

13 Railroads have been an important part of the
14 development of this country forever, and it's the history
15 of Whatcom County.

16 Transporting of coal has been something that's also
17 been a big part of our history, and we need to understand
18 that we need to look at the impacts that there have been
19 in the past in terms of the number of trains and so forth
20 going through the town historically as well as what this
21 project might bring forth when it's in full capacity.

22 There is nothing that is more efficient in terms of
23 transportation than a train. There was a recent article
24 in Fortune magazine by the CEO of Union Pacific that
25 indicated that a train could transport a ton of materials

1 500 miles for one gallon of diesel. That's incredibly
2 efficient. Thank you.

3 MARIA DEMARS: My name is Maria Demars. I
4 live in Ferndale and moved here from Minnesota. One
5 reason why we moved here is because it was like a little
6 Seattle. It was healthier. The air was touted to be the
7 purest. The EPA said it was so wonderful, and the water.

8 And so now if this goes through, that's all going to
9 change, and that's just -- I can't believe it. I can't
10 believe we would let that happen.

11 I'm sure there's a better way to do this. I'm all
12 for jobs. I'm all for clean jobs, but this isn't the
13 answer, so please, please don't do it.

14 And you could talk to my son. He'll say the same
15 thing. Thank you for doing this, and I hope people
16 actually listen to us, and it's not just for show.

17 LAINA BERRY: Hello, my name is Laina Berry.
18 My husband and I planned and dreamed for years before
19 building our retirement home in Birch Bay Village. We
20 moved here in 2007.

21 Since that time, we have welcomed four beautiful
22 grandchildren into our family. Each time they visit us,
23 they take a deep breath of our clean fresh air, and they
24 play with enthusiasm on our sandy beaches. They've
25 gotten quite good at building castles and dreaming about

1 future days at Birch Bay.

2 It simply breaks my heart to think about the
3 possible outcomes to their health and safety if Gateway
4 Pacific Terminal is built to export coal to China.

5 Potentially three million pounds of coal dust a year
6 will blow into our area, and the prevailing winds will
7 bring that pollution directly into our beaches. Over 200
8 Whatcom County doctors agree that there is no safe level
9 of exposure to these toxic substances.

10 Please measure the short- and long-term impact of
11 coal storage and export on our health and environment.
12 Consider our children and grandchildren. They want to
13 play on sand, not soot. Thank you.

14 SALLY JEWELL HANN: My name's Sally Jewell
15 Hann. I was bred and born and raised at Birch Bay, and I
16 love it with all my heart.

17 And I've seen the pictures of the impact of the
18 Tswassan Terminal, the circle of pollution that it
19 creates. And if you take that and put it over Cherry
20 Point, it goes clear up and circles Birch Bay.

21 Also, the prevailing winds from the mountain of coal
22 would reach Birch Bay. The prevailing current of
23 whatever they dump in will reach Birch Bay.

24 My convoluted idea is like, okay, my parents had a
25 -- I was born and raised, and my parents had a resort at

1 Birch Bay for decades. What if instead of a tourist,
2 wonderful, beautiful attraction, this county decades ago
3 had built this terminal, this coal terminal?

4 And then we're coming along today and saying,
5 there's a beautiful bay. Let's put a wonderful tourist
6 attraction there. And then they turn around and say, oh,
7 wait a minute. That's right next to a coal port. That's
8 a terrible idea.

9 So if you see what I mean, it's like if you look at
10 it backwards, it's a horrible thing to happen to Birch
11 Bay to put this coal terminal next to it, downwind from
12 it.

13 MADELYNNE CASTLE: I'm from Whatcom County,
14 and I used to spend -- I spent my early years, many of
15 them living across the street from the railroad tracks,
16 and it never bothered me at all. I was born and raised
17 in Bellevue, Washington.

18 I received a letter. There was a letter in the
19 paper once, and a woman said she did not want any more
20 growth in Bellevue. And I wrote back, and it was
21 published that where would she be if I had that same
22 attitude?

23 We need the growth. We need the jobs really bad. I
24 saw my son out of work for six months, and it just --
25 it's terrible to see a loved one not being able to do

1 their job, and now he's working way under what he should
2 be financially. He's got a job, but he's not making the
3 money he should be making.

4 And I feel that this is another positive step for
5 Whatcom County, and I'm definitely for it.

6 BILL CASTLE: I'm for the project. From the
7 green I have heard positive things. From the red I've
8 heard no positive things, but no solutions either. We
9 won't do it. We don't need it, but are there any
10 solutions to increase or make the county a better place
11 to live, et cetera?

12 Are these all the people that have come into the
13 county with portable income that say I'm here, and that's
14 it, no more development?

15 I moved to Marysville in 1980. Hewlett Packard
16 wanted to come in. It took them four years to get their
17 permits for them to build their campus. 15 people kept
18 Hewlett Packard out of Marysville four years. That's it.

19 SHERI LAMBERT: Well, I'm wondering in the
20 21st Century why we continue to think in 20th Century
21 terms? We're focusing on burning coal when scientific
22 evidence everywhere points to the environmental dangers
23 of continuing down this path.

24 Alternative energy production is the best hope we
25 have for saving the planet. China's already quickly

1 developing their own alternative energy sources. And I
2 am concerned that when these terminals are built, the
3 Chinese probably won't need the quantity of coal that
4 we're talking about at this point.

5 Then what? Why are we ruining our whole coastline
6 to put trains on the whole coastline for a commodity that
7 may be far less in demand worldwide as newer technologies
8 develop to power our world.

9 I would like to stress the issue of environmental
10 degradation be analyzed in shipping the coal by trains
11 here, vessels to China, and the health effects of
12 breathing the air when it comes back and it's blown back
13 to us. If we do nothing else, I think we must protect
14 our planet.

15 LARRY BLANCHARD: I'm Larry Blanchard. I
16 live at 4131 South Spring Drive, Ferndale, and more
17 exports means more tanker traffic raising the risk of
18 aquatic invasive species.

19 In fact, a few hundred miles down the Pacific coast,
20 San Francisco has some of the highest levels of
21 non-native species in the world, invasives, two thirds of
22 which are considered harmful in San Francisco.

23 In that ecosystem, animals like the Chinese mitten
24 crab were introduced by ballast water discharges and now
25 pose a risk to native fish. Juvenile salmon are a major

1 prey species for the crabs.

2 Bulk dry carriers and oil tankers tend to move in a
3 less regular manner between ports than container ships,
4 and they travel slower and stay longer.

5 This is an important result regarding the spread of
6 invasive species because bulk dry carriers and oil
7 tankers often sail empty, and, therefore, exchange large
8 quantities of ballast water. Larger bulk carrier cape
9 size coal ships discharge up to 133,000 dead weight tons
10 of sea water.

11 The scoping committee should investigate invasive
12 species in San Francisco Bay for solutions to potential
13 invasive species problems at Cherry Point. We don't want
14 these mitten crab here off of Cherry Point.

15 ANDY INGRAM: My name is Andy Ingram. I live
16 in Bellingham, Washington. I've been a Whatcom County
17 resident for five years now.

18 I would like for the lead agencies to scope impacts
19 that would -- well, first of all, I would like to ask
20 that the lead agencies include the Gateway Pacific
21 Terminal in the systemic EIS, I believe is the word for
22 it.

23 That's an environmental impact statement that's
24 cumulative for this and the four other proposed coal
25 terminals up and down the Washington State coast.

1 I think that the reason for that is that the
2 cumulative impacts of these five terminals are all sort
3 of the result of the same coal from the same place that
4 would be then burnt, increasing climate emissions, global
5 carbon emissions exponentially.

6 And I would also like to ask that the impacts to
7 this coal terminal, the coal being burnt in China and the
8 emissions that come from that, how will that impact
9 climate change? And how will subsequent climate change
10 kind of impact us here in Bellingham?

11 So what else would I like scoped? Impacts to marine
12 habitats are important and I think need to be researched
13 thoroughly. Again, I think this is another reason the
14 systematic EIS makes sense.

15 So scoping the impacts to all of the marine habitat
16 on the north coast from coal dust spillage specifically,
17 pollution from coal dust spillage from these terminals
18 and how that would affect the viability of these marine
19 habitats, especially in relation to the fishery
20 industries. I would like that to be included in the
21 scope.

22 PHYLLIS GRAHAM: I am concerned about all the
23 items so far brought up. I am concerned about jobs, but
24 I'm also concerned about jobs that could be lost,
25 including our commercial fishermen, the fishing that's

1 done for leisure, people with boats because of the amount
2 of big ships that are going to come into the Salish Sea.

3 I'm also concerned about fossil fuels and the acid
4 rain and global warming. These are maybe things that
5 should still be looked at that are health risks.

6 We're sending a commodity, coal, that the State of
7 Washington is getting rid of. And we do not -- I do not
8 want to put it into another dense population, India,
9 China, whatever, with all the health risks, and then the
10 acid rain and smog and CO2 that is going to increase
11 global warming and that is coming right back to us.

12 So I think it is important that we look at future
13 comments of environmental impacts that we are going to
14 get from this, so I am for as broad an environmental
15 statement, an EIS, as broad of one as possible.

16 One of the other concerns of mine is the water, the
17 water resources that are going to be used in the process.
18 I don't know if they use any water to get the coal down
19 to the ships or not, but they say they're going to use
20 water to keep the dust down.

21 Where is that water coming from? Where is it going?
22 That's one of -- I don't have mitigation for that kind of
23 a thing, but that's one of the concerns.

24 PAUL SCHROEDER: Please consider the impact
25 on people, wildlife, and the environment in Washington

1 State after coal is sold to China. There are three
2 points to consider.

3 No. 1, China has the most polluted cities in the
4 world. Linfen in Shanxi Province with a population of
5 three million was listed by Time magazine in September of
6 2007 as the worst of all. This pollution is caused by
7 the burning of coal.

8 No. 2, transpacific pollution leaves thicker and
9 thicker trails. This is a headline from a CNN report
10 from the year 2000 where it quotes a rising
11 industrialization in Asia is discharging millions of tons
12 of previously undetected contaminants annually into the
13 winds that travel across the Pacific Ocean.

14 Point 3, the National Park Service, Air Resources
15 Division reported in March of 2012 the air quality of the
16 Olympic National Park states as follows: Quote, air
17 masses originating in Asia transport pollutants across
18 the Pacific Ocean into the park.

19 Quote, air pollutants carried into the park can harm
20 natural and scenic resources, such as forests, soils,
21 streams, fish, amphibians and visibility.

22 Airborne mercury and pesticides deposit in the park
23 lands and waters and accumulate in some fish to levels
24 potentially harmful to wildlife and human health.

25 Toxins, including heavy metals like mercury,

1 accumulate in the tissues of the organisms, and may alter
2 key ecological systems.

3 Human activities have greatly increased the amount
4 of mercury in the environment through the process of
5 burning coal.

6 MEREDITH STEVENSON: So I am a current
7 student at Western Washington University. I moved here a
8 few years ago from the Midwest, and I was immediately
9 struck by just the natural beauty of this place.

10 I was drawn here by like pictures of the Pacific
11 Northwest and stories I had heard. I was not
12 disappointed. The beauty of this place is not yet lost,
13 and every day I am thankful to live in a place as
14 beautiful as this.

15 Because of this, I am extremely worried about the
16 proposed coal terminal at Cherry Point. Right now I am
17 looking towards the future, and I plan to build my life
18 here.

19 That means I would like to raise children here, and
20 I am worried about what this coal terminal would do to
21 the air quality and the surrounding area.

22 The coal dust from the terminal will blow to homes
23 and others locations, and it's estimated it could blow as
24 far as five miles to be inhaled by myself and my family.

25 I'm also worried about the diesel particulate matter

1 the coal trains will emit and the nitrogen and sulfur
2 oxide emissions. I'd like the health effects that these
3 pollutants would have on children to be studied.

4 I would like to know how growing up near this
5 proposed terminal would affect their health as they age
6 so I can make an informed decision as to whether I want
7 to settle here.

8 When I first came here, this place spoke to me. And
9 although I have not been here long, I feel connected to
10 this place. I feel at home here. I would like future
11 generations of my family to feel at home here as well to
12 explore this place as I have, but they would need to be
13 healthy in order to do this.

14 Please consider not only the short-term effects this
15 will have on health, but long-term as well after years of
16 breathing coal dust and other emissions.

17 I'd also like you to study the effects this will
18 have on the mental state of my children. I've heard that
19 coal dust can cause children to have autism, and I am
20 extremely concerned about this, so please study this.
21 That's all. Thank you.

22 DARLA BUCHMEIER: My name is Darla Buchmeier,
23 RN. I, as well as my son and his young family, live
24 within the projected blow zone of the fierce prevailing
25 winds north of the proposed 60-foot high coal storage

1 piles.

2 This raises multiple concerns of potential health
3 risks and environmental degradation, threatening my
4 preschool and infant grandchildren.

5 Please investigate coal-blown risks to the clean air
6 my grandchildren require for their development, and
7 measure the likely pollution of Birch Bay, their
8 playground. I do not want to have to restrict sand
9 castle building or splashing in the tide pools.

10 I need to have you study the effect on the crab that
11 populate our shores so that we are not limited in
12 catching crab in August.

13 We have an exciting opportunity to do development
14 correctly, do it right, and it's a vulnerable time for
15 our entire earth.

16 I urge you not to allow the pollution of Birch Bay
17 to go forward and block the effects of further
18 acidification of our waters from burning coal.

19 BUTCH BUA: My main concern, and what I'd
20 like to have investigated is the environmental impact. I
21 am a life-long merchant mariner, a commercial fisherman
22 and tugboat captain at this point.

23 And I witnessed Cherry Point fisheries there,
24 specifically the herring fisheries completely demolished
25 by the installation of the Cherry Point refineries. It

1 used to be one of the most prolific herring spawning
2 grounds south of Alaska, and now there's no herring at
3 all.

4 To build another port there, especially a deep water
5 port would I'm afraid have catastrophic effects on the
6 crab, the clam population, which now Dungeoness crab is
7 one of the biggest fisheries off of Cherry Point and
8 Georgia Straits at this point.

9 History shows that these types of construction
10 operations have catastrophic effects on the environment,
11 specifically herring, salmon, crab, and for another big
12 project like this it wouldn't be worth destroying those
13 resources.

14 Also, being a deep water port with a western
15 exposure like that, the weather can get very, very bad.
16 I've had to pull tankers off of Cherry Point when the
17 weather get bad because the swells are so big that the
18 tankers can't stay at the docks, so the potential for a
19 disaster environmentally is increased like 10 fold, I
20 think, to build a port for coal.

21 So, yeah, I'd like to have that environmental
22 investigation thorough and unbiased and take into
23 consideration the historical ramifications of the docks
24 that are already there. Thank you very much.

25 ANN BROOKING: I'd like it to be studied --

1 my concern is air quality and air pollution. What I've
2 been thinking about is the combustion of the train
3 engines and the exhaust from that.

4 Also, cars idling, waiting for the trains to go by,
5 it's my understanding that cars pollute more when they're
6 idling than when they're actually in motion.

7 There was a no idle zone at my kids' school. They
8 were trying to get parents to turn off their cars because
9 it's very polluting when a car sits still, and also just
10 the air quality going down because of the combustion of
11 coal.

12 And specifically my knowledge is that the added
13 sulfur in the atmosphere creates acid rain when water
14 comes down, so I'm just really concerned about the air
15 quality.

16 And I'd like them to study the impact of all this
17 increased combustion on our air quality. And if it's
18 better for me to say locally, that's fine. I don't know.
19 I mean, we're sharing the same air throughout the planet,
20 so that's my concern.

21 AISSA YAZZIE: I am Aissa Yazzie. I'm a
22 Navajo tribal member. I'm a current resident of Whatcom
23 County. I'm also a student at Northwest Indian College.
24 I come here today to speak on behalf of the water, and I
25 am bringing up pressing issues in Indian country.

1 Peabody Energy is the world's largest coal company.
2 On the Navajo and the Hopi Reservations in northern
3 Arizona, Peabody coal mines -- there are two coal mines,
4 the Keyanta mine and the Black Mesa mine. The company
5 extracted over 1.3 billion gallons of water per year from
6 the Navajo aquifer for its coal operations.

7 The Navajo aquifer naturally satisfies the EPA
8 standards for drinking water and is the most significant
9 water source in the region, but the U.S. Government
10 consistently allowed Peabody unlimited access to this
11 pristine waterway to slurry coal without permit.

12 The U.S. Government needs to assess the impact from
13 the point of view of the people who live there because
14 reduced notions of responsibility and respect for
15 traditional culture leaves Native Americans facing a
16 perilous future.

17 The government cannot risk failing to meet the
18 requirements of the trust relationship established
19 between the tribes and the government to protect the
20 interests and natural resources of indigenous nations of
21 this country. The poisoning of sacred waters poisons the
22 humans who are connected to the waters and threatens
23 their survival.

24 JON SOINE: I'm Jon Soine, a local realtor
25 for the last 32 years, a local business owner in our

1 family for 50 years in Bellingham. I'm also a retired
2 Naval captain and was the project manager for the Navy
3 base in Everett.

4 I support the proposed Gateway Pacific Terminal.
5 And as a realtor, I presented this request to support and
6 expedite the process for the Gateway Pacific Terminal to
7 the Washington Realtors.

8 It was approved by our Legislative Steering
9 Committee, the Executive Board, and finally by the Board
10 of Directors meeting, representing 25,000 realtors
11 without a single dissenting vote. I was Vice President
12 of Government Affairs of Washington Realtors at that
13 time.

14 Washington realtors see jobs as a quality of life
15 issue. Without jobs, we cannot have homes, and without
16 homes we cannot have community.

17 As a supporter of the proposed Gateway Pacific
18 Terminal in Whatcom County, I encourage you to complete
19 the environmental impact statement process based on the
20 same strict federal and state environmental regulations
21 that we have all been protected by for many years.

22 The proposed export terminal project presents
23 Whatcom County with an incredible opportunity to
24 strengthen this economy and improve our region's quality
25 of life in an environmentally responsible way.

1 We can and must grow the economy and protect the
2 environment both at the same time. The critics make it
3 sound like we have to choose between the economy and the
4 environment. I believe that is a false choice.

5 I've represented on parks boards for many years,
6 specifically on the state's Parks Board. The Northwest
7 has been a national leader in the trade industry for
8 generations, and we can continue to lead the way in an
9 environmentally consensus manner. The Cherry Point
10 project will do just that.

11 As our region's economy continue to struggle, it is
12 essential not to overregulate and delay the approval
13 process of the project.

14 I urge you to not stand in the way of creating new
15 much needed Northwest jobs, strengthening our economy
16 through increased exports by completing the environmental
17 impact statement in a fair and expedient manner.

18 Cordially, Jon Soine.

19 STEFAN PASHOV: I'd like to propose to be
20 considered the combined effects of having the BP
21 refinery, Alcoa, and the proposed coal depot at the same
22 location, close proximity to each other in case of a fire
23 or a tsunami or earthquake or any other natural disaster
24 as well as the combined polluting effect on the
25 environment.

1 Each one of those by itself might be just below the
2 threshold of harmful effect for the environment, but the
3 combined effect of all three may be much beyond what is
4 the health risk.

5 So that's my concern, and that's my suggestion.
6 Please investigate into the combined effect of all of
7 those three polluting factors in businesses in close
8 proximity to each other, and how they will exacerbate the
9 potential health effect to the environment and to other
10 population. Thank you.

11 RICHARD LONG: I'm a Washington citizen all
12 my life, 60 years, 35 years in Whatcom County. I taught
13 school here for my career, and I'm retired.

14 I guess things I'm here for are really the
15 environment and family and health. I think those are
16 things that have to be considered in this, and I haven't
17 heard anybody say this.

18 I guess the people from the proponent side all got
19 here first, and they're the first 70 speakers. Hence, we
20 heard nobody -- there's been no balance at this point.
21 We haven't heard any opposition yet.

22 At any rate, I'm not at all anti-job. I'm
23 definitely for jobs in Whatcom County, but I'm really
24 concerned about whether this is the right project in that
25 I think that burning coal -- I mean, it's a dirty way to

1 get energy. I don't believe in clean coal, and we're
2 going to be getting all the pollution back from China.

3 I'm hearing that in Australia, they've had problems
4 down there, and they're not going to be able to provide
5 the coal in the next few years.

6 And if we don't, and they don't, there's a chance
7 that maybe we'll push the Chinese to go to their natural
8 gas, which they have lots of and can access. I'd much
9 rather see this not feed into global warming. All that
10 carbon being burned is not going to do us any good at
11 all.

12 I mean, granted, yeah, George Bush, the last
13 president before this one was telling us global warming
14 doesn't exist, but you've had two out of three years,
15 what we've seen in New York with the devastation of high
16 tides and storms worsening. You had New Orleans.

17 This is going to be a global phenomena, and I just
18 think it's short sided. As much as I'd like to say, hey,
19 let's get these jobs in here, I think in the long pull
20 we're going to wish we had not because it's going to have
21 a really bad impact on global warming, so sadly I'm
22 opposed to it.

23 KLAUS KLIX: Well, I wanted to come and
24 testify in favor of the coal port because we need the
25 jobs, and we need to put people back to work because it's

1 so important to realize that revenue is a resource.

2 And when we talk about sustainability, it also
3 applies to revenue, and revenue comes from the private
4 sector. So if we say no to everything, then that takes
5 away from the revenue-creating source.

6 So if that revenue is not allowed to be produced,
7 then we won't have the revenue to build infrastructure or
8 take care of the environment or any of the other stuff.
9 So by saying no to everything, it's a self-defeating
10 situation because as revenue diminishes, the ability to
11 do things that are good for humanity are also diminished.

12 So I think it's important to understand that our
13 greatest resource is the human spirit and the revenue
14 which is produced by the free market system, and that's
15 what separates the United States from all the Socialist
16 countries.

17 So perhaps the best experiment and validation of
18 that is after World War II. When Germany was separated
19 into east and west and the west was given total freedom,
20 the west thrived because it was relieved of all the
21 restrictions. And the east, under Socialism, was an
22 abysmal failure and caused a lot of human suffering.

23 So it was total destruction in Germany after World
24 War II, but the west came back very quickly because it
25 was given the opportunity for free enterprise to create

1 that wealth, which in turn helped humanity instead of
2 hindered it.

3 PAM BOSCH: There are things that we do for
4 money, and things that we can do for a lot of other
5 reasons. And those reasons include health and welfare
6 and quality of life and love and imagination and salmon
7 and oysters and orca and our grandchildren and our
8 great-grandchildren and the continuity of life on this
9 planet.

10 Unfortunately, what I'm hearing today from a lot of
11 people that have shown up is that all of those other
12 reasons are secondary to making a lot of profit
13 immediately.

14 And I wonder why the imagination is missing for the
15 other things that we could possibly do to make money that
16 wouldn't be in conflict with the things that we really
17 value as human beings.

18 If we're going to build trains, why don't we build a
19 passenger train down the middle of the freeway, a light
20 rail so that all the cars that showed up here wouldn't
21 have to be here.

22 Why don't we build a geothermal power plant off of
23 the Tectonic plates that we have west of the San Juan
24 Island, given the amount of power that you can get from a
25 nuclear power plant with a minimal environmental

1 footprint.

2 I'm told that it's economical unfeasible. The only
3 reason I think that's true is because Goldman Sachs
4 hasn't figured out how much -- and other corporations --
5 they could skim off the top of such an endeavor. They're
6 not working with their cronies, who already own a big
7 piece of the pie.

8 So what we can do as human beings is not really
9 looked at. I would hope that our government agencies and
10 our environmental agencies would start working with
11 people with what's possible.

12 RONNA LOERCH: Dear Ladies and Gentlemen, I
13 stand before you to ask you to include the following
14 impacts of the proposed Gateway Pacific Coal Terminal.

15 Because each molecule of water and air is connected
16 to each other, I'm asking that you expand the scope of
17 your environmental impacts to study the impact of this
18 project on the planet.

19 With this broader scope in mind, I ask that you
20 study the impact of how many tons of carbon dioxide will
21 be added to the Earth's atmosphere each year from the
22 exported coal intended to be moved through this area and
23 burned off our shores.

24 After studying how many tons of carbon dioxide will
25 enter the Earth's atmosphere from this burned coal, I ask

1 you to study the impact this release of CO2 will have on
2 the global temperature of our planet.

3 Given that CO2 is taken up by water, which then
4 leads to acidification of the water, I ask that you study
5 the impact of this acidification on the ability of
6 creatures living in the sea to survive.

7 I ask that you study the impacts of coal dust from
8 mountains of coal to be stored on site at the Pacific
9 Gateway Terminal.

10 I ask that you study the impact of runoff from the
11 local site on the added mercury and acidification of
12 local waters in terms of survival of local fisheries,
13 namely herring, which is already threatened.

14 I ask that you study the impact that the coal
15 terminal's massive demands on the public utility
16 district's water means for agriculture and for the city
17 of Ferndale.

18 Finally, let me say that the fossil fuel industry
19 has gone rogue. Their business plan is to wreck the
20 planet for as much short-term profit as they can muster.
21 They are criminal in these actions, and their corporate
22 charter should be revoked by the state.

23 In this matter I stand before you as a conservative.
24 To ask that I have air I can breathe safely, water I can
25 drink safely, and a planet that supports me safely is a

1 conservative request.

2 The fossil fuel industry is radical. We are
3 connected to each other in ways never before known. You
4 have the big brains to be able to figure out how this all
5 works together. I ask that you act with all due
6 diligence in this task.

7 MONTY McINTRE: I'm a Bristol Bay fisherman,
8 and I'm concerned about the ship traffic in Unimak Pass.
9 There's a lot migrating salmon that go in and out of
10 there.

11 And if we have ship traffic that's going to be
12 churning it up and killing immature fish and larval forms
13 of other valuable commercial species like King crab and
14 disturbing the Togiak herring that migrate through the
15 area, they need to be studied.

16 There needs to be no such project if it's going to
17 negatively impact these things that give us all life by
18 their food sources.

19 Another problem with climate change due to the coal
20 burning is the changing sockeye migration patterns. I
21 have a report here from a research article that I'll give
22 you a copy of.

23 I would also urge you to explore the effects of this
24 coal. It's primarily that which is drawn off of public
25 lands and sold to China.

1 China makes weapons and sells them to Syria. A 2011
2 report by the Congressional Research Service identifies
3 China as a supplier of weapons to Syria, indicating that
4 it delivered 300 million dollars in arms from 2007 to
5 2010.

6 I would speculate that those same arms now that
7 possibly were made with coal from the U.S. public lands
8 are being used to kill Syrian citizens at this point by
9 the Asad regime.

10 Furthermore, there is a great number of wrongs in
11 supplying a corrupt Communist regime like China with our
12 coal. The premier who just stepped down after a 10-year
13 tenure has amassed a 2.6 billion dollar fortune for he
14 and his family.

15 Political parties are crushed. The limitations on
16 freedom are rampant. They've had a one child law for
17 years. How much more personal can you get? We're
18 supporting this regime when we give them the energy that
19 we need to keep here.

20 We can keep that coal, burn it cleanly maybe in 50
21 years and have a submarine route or sending the electrons
22 to China and sell it to them as a value-added product.

23 GRANT BELD: Basically, I'm a resident of
24 Everson, lived here my whole life, 46 years old, and I'm
25 an equipment salesman for Pape Machinery, which is a John

1 Deere dealer.

2 We are very much in support of this and want to make
3 a statement to that, that we believe this would be really
4 good for the community, especially being the contractors
5 that we sell to have been struggling for the last many
6 years.

7 And we think between the infrastructure and the jobs
8 this would create, it would definitely have a good impact
9 on this community. So we just want to say we support it
10 and are all for it.

11 DOUG BINDER: My name is Doug Binder. I
12 would like to voice my support for this project. We need
13 good jobs in Whatcom County. This will do it. It's
14 zoned for it. Please don't overstudy it to death.

15 At the same time I'd like you to look harder at the
16 rail and the rail traffic because I think that's a big
17 issue. That's what it's zoned for. Let's build it.

18 DAVID KERSCHNER: My name is David Kerschner.
19 I live on Lummi Island. I appreciate the opportunity to
20 speak at this scoping hearing.

21 I want to start by saying that I am pretty certain
22 that everyone in this room wants more good-paying jobs in
23 Whatcom County.

24 I also am pretty certain that everyone here wants
25 those jobs without them harming significantly our

1 environment, our health, or our quality of life.

2 In the limited time I have, I would like to
3 highlight a key aspect of the environmental impact
4 statement analysis. Many people have been saying that
5 the coal proposed to be shipped from the Gateway Pacific
6 Terminal will just be shipped to Canada if the terminal
7 is not built.

8 Now, if that is true, then it might be reasonable to
9 limit the rail corridor impacts in the EIS to the Custer
10 spur.

11 However, that assumes that British Columbia has the
12 capacity to ship 48 million tons of U.S. coal, and the
13 fact is that there is ample evidence to suggest that any
14 port capacity in Canada beyond about 12.5 million tons
15 will go to serve Canadian coal mines. Please Google coal
16 exports from Canada and read the Sightline Institute
17 study.

18 That means with the Gateway Pacific Terminal at full
19 build out, nearly three times the number of trains
20 carrying coal would be heading through Bellingham versus
21 the no project alternative.

22 As a result, the EIS needs to evaluate the
23 environmental impact of at least a 284 percent increase
24 in the number of coal shipments through Bellingham, and
25 likely along the entire rail corridor between the Powder

1 River Basin and Cherry Point unless alternative port
2 capacity is identified closer to the Powder River Basin
3 mines. Thank you for your time.

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1 STATE OF WASHINGTON)
2) ss.
3 COUNTY OF KING)
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7 I, the undersigned Washington Certified Court
8 Reporter, do hereby certify:

9 That the foregoing public comments on the date
10 indicated on the caption sheet were reported
11 stenographically by me and thereafter reduced to
12 typewriting under my direction;

13 I further certify that the transcription is
14 true and correct to the best of my ability.

15 Signed this day of
16 , 2012.

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21 _____
22 Washington Certified Court Reporter
23 CCR No. 2052
24
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Public Verbal Comments (Room 1)

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GATEWAY PACIFIC TERMINAL
FERNDALE
PUBLIC COMMENTS

Taken at 5715 Barrett Road; Ferndale, Washington.

REPORTED BY: Brenda Steinman, CCR
REPORTED ON: November 29, 2012

1 FERNDALE, WASHINGTON; THURSDAY, NOVEMBER 29, 2012

2 -- oo O oo --

3 GARY JENSEN: Gary Jensen. Mayor City of
4 Ferndale.

5 So for historical perspective you're looking
6 at a permit for Cherry Point. And in 1954 the first
7 industry to move to Cherry Point was the Mobil Oil
8 refinery, has now become Phillips 66. Next came the
9 Alcoa aluminum smelter. And the next came the BP
10 Cherry Point refinery. And then finally Tenaska, the
11 cogeneration plant that is now owned by Puget Power.

12 So in that time, since 1954 until today, all
13 those industries have created jobs for our community,
14 they've been good parts for our community, they've
15 been our little league coaches, they've been our
16 volunteers, they've been our citizens who buy our
17 homes, shop in our grocery stores.

18 The important part that I think people need
19 to remember is that you look at the examples of what
20 we've asked those industries to do; how they've been
21 good corporate citizens.

22 BP Cherry Point is finishing up a
23 \$400 million retrofit in conjunction with the
24 Northwest Clear Air Agency, to do a cleaner, greener
25 product.

1 The Phillips 66 plant is over \$150 million.
2 Alcoa has done all kinds of retrofits.
3 Tenaska, now Puget Power, is a cogeneration
4 plant.

5 So there is a history there of when we, the
6 citizens, and your industries have asked those
7 industries to change and do a better product and to
8 treat our environment in a sound way, they have
9 reacted.

10 So there is no reason to believe that you,
11 as the people that are going to do this permit, can
12 ask the same thing of them.

13 I don't think it's either a yes or no
14 proposition; it's do what we ask.

15 In terms of the City of Ferndale, our
16 support for the project is not unconditional, it never
17 has been. We want them to be a good neighbor like the
18 neighbors that we have now.

19 We like those people, they're good
20 industries, they employ our citizens, and we'd like
21 you to set up regulations where we can have another
22 good neighbor.

23 Thank you.

24 oo-00-oo

25 CHRIS JOHNSON: My name is Chris Johnson. I

1 live at 2900 Madrona Street, Bellingham.

2 I thank you guys for holding this public
3 meeting. I really appreciate the opportunity to speak
4 here.

5 I just want you guys to make sure that you
6 consider the economic benefits that this would bring
7 to our community, along with the tax revenues and the
8 jobs for all the local people here.

9 I mean I'm in the construction industry and
10 we've been experiencing, you know, 30-40 percent
11 unemployment for the last three years and people are
12 really hurting. This would be a great thing for the
13 working people of Whatcom County.

14 It's a dry bulk shipping terminal that, you
15 know, was permitted at one time. We've been trying
16 for 30 years to get some industry out there at Cherry
17 Point. It's zoned heavy use, you know, marine
18 industrial. I just want to make sure that that
19 doesn't get lost in the mix because of one of the
20 products that is going to be shipped out.

21 So thank you very much.

22 oo-oo-oo

23 MAX PERRY: Max Perry. Whatcom County.

24 We've lived in Whatcom County 46. I've
25 worked 30 years at Intalco Aluminum. Raised a family

1 of five and now I have 19 grandchildren. With my
2 three sons we started a small business 17 years ago.
3 We employ 24 full-time employees. They're working
4 hard and the present economy is not improving.

5 Gateway Pacific Terminal would be a great
6 addition to our area because of the following.

7 One. The terminal would be located in an
8 existing heavy industrial area.

9 Two. The proposed area has a natural
10 deepwater port already utilized by two oil refineries
11 and an aluminum smelter.

12 The terminal will add millions of dollars to
13 the tax base of Ferndale schools, to the cities,
14 Whatcom County, and to the state. The terminal would
15 add much needed jobs; and they're dedicated to keeping
16 the jobs local.

17 I have 19 grandchildren. Some of them will
18 be in the working ranks within the next several years.

19 I would like the Department of Ecology, the
20 Army Corps or Engineers, and the Whatcom County
21 planning department to do due diligence in setting the
22 standards which must be met.

23 Gateway Pacific Terminal states they'll meet
24 or mitigate all requirements.

25 I and the people living and working in

1 Whatcom County ask for a thorough, fair, and expedient
2 resolution in granting of permits.

3 Thank you.

4 oo-00-oo

5 SCOTT KORTHUIS. Scott Korthuis. Mayor of
6 Lynden.

7 I want to thank you for the opportunity to
8 speak today. Today I speak on the behalf of all the
9 mayors of the six incorporated cities of northern
10 Whatcom County. That would be Blaine, Everson,
11 Ferndale, Nooksack, Sumas, and Lynden. These cities
12 represent a substantial portion of the region's
13 population.

14 Let me emphasize that all the mayors of
15 these cities have endorsed the Gateway Project and are
16 submitting a formal statement to the scoping agencies.

17 As mayors we represent communities of real
18 people and real households who understand the need for
19 new, good paying jobs, plus the benefits of new
20 industry and new tax revenue.

21 Since we have complete confidence Gateway
22 can be built to protect the environment, we urge you
23 to consider the eight items in our formal submission;
24 of which I will highlight five.

25 The project should be subjected to customary

1 project-specific environmental reviews to allow it to
2 come to fruition in a timely manner.

3 The existing Cherry Point industries have
4 become good neighbors. Their future viability cannot
5 be assumed or be taken for granted. The permitting
6 agency should recognize the importance of new and
7 diversified job growth within the Cherry Point area.

8 Decades of careful and deliberate
9 environmental study and planning already recognize
10 Cherry Point as the appropriate site for additional
11 shoreline-dependent industrial activity.

12 The project would generate badly needed high
13 wage jobs and tax revenues to support essential
14 government services.

15 And we are a nation of laws; permitting
16 agencies should not interfere with the lawful conduct
17 of commerce.

18 We respectfully urge you to consider these
19 regarding this critical matter.

20 Thank you very much.

21 PERRY ESKRIDGE: Perry Eskridge. I live
22 here in Ferndale, Washington.

23 I wanted to start at the outset by stating
24 that I know a lot of you up here, and many of us in
25 the audience are counting today on your demonstrated

1 history of professionalism and dedication to bringing
2 excellent projects to Whatcom County. So thank you so
3 much for agreeing to do this, and we're counting on
4 you guys doing your utmost best in the future.

5 I wanted to state that I support every
6 effort to ensure a robust and transparent review of
7 this proposal. This review, while necessarily
8 focusing on the potential detriments, has to actually
9 include a fair and objective review of the benefits as
10 well.

11 My concern is that the advocacy of over 50
12 organizations from all corners of the country
13 descended on Whatcom County during the scoping process
14 vehemently opposing this project, cannot give way to a
15 specific commodity faction trying to present a project
16 that's so important for so many people in Whatcom
17 County.

18 Specifically amongst these are the facts
19 that we're overlooking the fact that this area has
20 been zoned this way for decades. It has been zoned
21 for heavy industrial uses and deepwater shipping for
22 decades. And that results from a long time where our
23 environmental concerns, our business concerns have
24 resulted in a comprehensive plan that has dedicated
25 this area to exactly what this project is supposed to

1 be. We need it and we need it now.

2 The other thing I think we're focusing on
3 too much is that this commodity-specific faction is
4 trying to prohibit our ability to get access to a
5 transportation system that we need. At a time when
6 we're arguing that we need better roads and better
7 rail transit, they're actually thwarting our efforts
8 to bring that to Whatcom County, and I think it's time
9 that that needs to stop.

10 Again, we're counting on this project. We
11 need this project for economic viability. And we're
12 counting on you to make it happen.

13 Thank you so much.

14 oo-oo-oo

15 KEN OPLINGER: Ken Oplinger. I am from
16 Blaine, Washington.

17 I am here representing the Bellingham
18 Whatcom Chamber of Commerce and Industry.

19 Our position on this has been clear from the
20 beginning. Our belief is that we need to go through
21 the scoping process that we're going through today;
22 and we appreciate the opportunity to make our comments
23 heard.

24 Once we make sure that we have got all of
25 the information together about what the issues are

1 that need to be studied and we go through a full EIS,
2 and only after that's been completed should we be
3 really getting involved in whether we support or
4 oppose this project.

5 From our perspective, as we go through this
6 review there are a number of things we would like to
7 see. We know there has been a lot of discussion about
8 rail issues, and we certainly share those concerns
9 about rail. But as we look at rail it ought not just
10 to be things that have, I think been in the press and
11 talked about by some, but we ought to look
12 holistically at rail.

13 What has been generally the highest amount
14 of rail traffic that we've had coming through here.
15 We know it isn't today. It was actually back during
16 the height of the home building industry in Southern
17 California, Arizona, and Nevada, where we had a lot of
18 softwood lumber going through this community. That
19 was the height of the rail we had going through here.
20 That's what we ought to be taking a look at as far as
21 impacts go.

22 We also need to look at rail from a
23 perspective of moving things on rail versus moving
24 things on our roadways. The significant impacts we
25 have both on the cost to maintain those roadways and

1 on air quality from all of those diesel trucks going
2 on I-5. That holistic look at rail from a broad
3 perspective is what needs to be done, and not
4 specifically at some of the concerns that have been
5 raised by a few.

6 I think also in addition to that we need to
7 look at the impacts on those additional trains through
8 this area. And as we go through this process, look at
9 what sorts of things can be done to mitigate those
10 impacts so that we know what those are and we can
11 decide whether we can afford them or not. That would
12 be things like grade separated crossings, looking at
13 impacts not just in Bellingham, but throughout Whatcom
14 County.

15 We appreciate the opportunity to make our
16 comments and we look forward to completion of this
17 great project over the next two and a half years.

18 Thank you.

19 JOE WILSON: My name is Joe Wilson. I'm the
20 sales manager of Pederson Brothers. We're located in
21 Bellingham, Washington. We've been located in
22 Bellingham since 1969. We are a heavy industrial
23 steel fabricator.

24 Right now I'm involved in building a port
25 project in Vancouver. We do port jobs. We do mining

1 projects. We do a lot of steel supply for the petro
2 chemical industry.

3 It is our opinion that if this terminal is
4 built here in Whatcom County we will definitely see
5 jobs for Whatcom County for our business, for our
6 vendors and our suppliers. And I believe it would be
7 something that is a very good thing for our county.

8 I live in this county. I want a county that
9 has clean air and clean water. I want any
10 environmental issues to be mitigated. But I think
11 it's very important that we work as a community to try
12 to have this project built and to mitigate whatever
13 issues there are, so that as a community we can
14 provide those good wage jobs and also have the
15 community we all want to live in.

16 Thank you.

17 oo-oo-oo

18 JEDIDIAH BREWER: My name is Dr. Jedidiah
19 Brewer. I'm a private-sector consultant and
20 affiliated through teaching and research with Western
21 Washington University's Department of Economics.

22 Myself and two other colleagues affiliated
23 with Western were hired by SSA Marine to review,
24 critique, and independently corroborate John Martin's
25 analysis of the local economic benefits; the jobs, the

1 personal income, and the tax revenue created by the
2 Gateway Pacific Terminal.

3 John Martin is the owner of Martin
4 Associates in Lancaster, Pennsylvania, and has made a
5 career estimating the economic impacts of projects in
6 the U.S. and throughout the world quite similar to the
7 Gateway Pacific Terminal. Martin's estimates of the
8 project's benefits and ours are submitted as part of
9 this comment; which I'll drop off.

10 On the whole, my colleagues and I found
11 Martin Associates' estimates to be reasonable and well
12 done. In some areas our estimates of the economic
13 benefits were larger than Martin's, and in some areas
14 they were smaller. Overall, they were qualitatively
15 similar. Differences, where they occurred, may be
16 attributable to the different input-output models we
17 used. Martin's and our models are both nationally
18 recognized models and respected.

19 SSA Marine, for their part, chose to use the
20 average of Martin's and our estimates and published
21 both of our studies.

22 My colleagues and I encourage you to review
23 Martin's and our full reports and include the found
24 economic benefit projections as part of your analysis.

25 I have provided my contact information and

1 invite you to contact me if you have any other
2 questions.

3 Thanks for your time.

4 oo-00-oo

5 MANUEL RETA: My name is Manuel Reta. I am
6 the founder of the Northwest Washington Hispanic
7 Chamber of Commerce.

8 And I am for jobs. I am also wearing my hat
9 as a veteran, as a decorated veteran.

10 We have veterans who will be coming home
11 soon, we pray that they will, and I believe very, very
12 honestly in my heart they are going to be looking for
13 jobs.

14 It is very important that we hold up our
15 veterans and we also hold up the parents and families
16 and everybody that's in here. I strongly believe that
17 this is the place that we can voice our opinion. And
18 it's a place also -- as a chamber president and
19 another title that I have as a Washington State
20 Hispanic Commissioner, I deal a lot with people who
21 are looking for jobs. And they usually come to me as
22 a resource as far as where to go, who to talk to, and
23 I help involve.

24 So I do support at this time the Pacific
25 Coal Terminal.

1 Thank you.

2 oo-00-oo

3 JON STRONG: Good afternoon. Jon Strong.
4 46 Lake Louise Drive, Bellingham.

5 I am a small business owner in Bellingham.
6 My wife works here in Ferndale.

7 I grew up in Anchorage, Alaska. Was
8 educated and was a successful small business owner
9 there for a number of years before we came here to
10 America.

11 Growing up in Alaska I spent virtually all
12 of my life outdoors in the woods; hunting, fishing,
13 camping, hiking. My airplane had floats in the summer
14 and skis in the winter. So the person who respects
15 the planet more than I do has yet to be born. So
16 let's make that clear.

17 About a half century ago we sent men to the
18 moon and brought them back safely. The lunar module
19 that landed them was guided by a computer that had
20 less power than the first IBM PC desktop that you used
21 at home. That was over 50 years ago.

22 At about the same time, in Alaska we
23 completed the most challenging engineering and largest
24 construction project in history at that time. We
25 built a pipeline 48 inches in diameter, 878 miles

1 through the most severe terrain and weather anywhere
2 in the world.

3 As a result of our efforts today the State
4 of Alaska is prosperous and every man, woman, and
5 child who is over 13 months old and a legal resident
6 of the state has been receiving a thousand dollars a
7 year or more from that effort.

8 We didn't destroy the environment. We
9 didn't kill any caribou. It was a great project.

10 I'm here to say that if you choose to
11 believe the frantic fanatics that would tell you that
12 we can't develop and operate a deepwater port -- and
13 I'm just saying you are either incredibly naive, sadly
14 misinformed, or possibly you've been living in a cave
15 the last 50 years.

16 oo-oo-oo

17 BRENT GOODRICH: I'm Brent Goodrich from
18 Ferndale.

19 Thank you for the opportunity to be here
20 today.

21 I'm a council member here in Ferndale.
22 Prior to being elected to the council I was a past
23 chairman of the Ferndale Economic Development
24 Commission. Today I serve as the council liaison to
25 that Commission.

1 I am here in support of the Pacific Gateway
2 Terminal. To me this project fits well with the other
3 companies already in the Cherry Point area.

4 I would like to ask that the scope of the
5 environmental impact also include the economic impact
6 to the community.

7 Since moving here several years ago, I keep
8 hearing the call for good, family wage jobs. The area
9 has seen the loss of jobs over the past few years
10 either with plant closings or downsizing. The result
11 has been a negative impact to our area.

12 The Gateway Pacific Terminal would bring
13 back these needed jobs during both construction and
14 then with the ongoing operation of the facility.

15 The recent focus has been on trains. This
16 surprises me as trains have been traveling through our
17 community for a number of years and for a long time.
18 Trains are one of the most fuel efficient and
19 environmentally friendly means to move cargo that
20 there is.

21 Not building this project will not stop the
22 trains traveling through our community. Not building
23 this project will continue the financial struggle our
24 community experiences. Building this project will
25 bring greatly needed additional revenues to our school

1 district and fire district. It will also have trickle
2 down benefits to our city through the purchase of
3 homes as new employees come to the area and also as
4 they shop in our community.

5 We need the economic shot in the arm that
6 this project will provide to our community. Please
7 include the economic benefits in the scope of this
8 EIS.

9 Thank you.

10 oo-00-oo

11 DARREN WILLIAMS: Darren Williams. I'm a
12 life-long resident of Whatcom County. I was born and
13 raised in the south side of Bellingham.

14 I'm a longshoreman in Bellingham, so I'm one
15 of the guys or people that will directly benefit from
16 this facility if it's built.

17 The industry of waterfront work, cargo
18 movement, my family has been involved in since 1923.
19 The revenues that are generated from that sort of an
20 industry are, I hear the word all the time clean;
21 well, it is, it's clean money, it comes from somewhere
22 else. That means we don't pass it around, pass it
23 around, pass it around; it comes in, it's new money.

24 That's important, because there is higher
25 revenues associated to that. Taxation. Taxation

1 which pays for things that involve our environment,
2 not just on an ecological base, but our environment in
3 which we live in culturally. The things that tax
4 dollars pay for that enhance our lives. The
5 recreation which we can afford to take part in. And
6 to supply revenues to the agencies to protect the
7 resources.

8 All these things require that we have
9 industry like this. And as a previous speaker said,
10 it's important that you consider that, as well as just
11 considering fish or train traffic or frogs or anything
12 else that may have been studied endlessly already.

13 So I'm only asking that when you do the
14 scoping, because that's what we're here for, when you
15 scope this -- I would have loved to have seen you stay
16 on the site in the adjacent parcels, but I don't
17 believe that's going to happen. As you expand the
18 scope, make sure that you include the things that
19 benefit the community beyond just that site then, and
20 what it does to our culture, what it does to our
21 economic base here.

22 Thank you.

23 oo-00-oo

24 ROBERT LANDON: My name is Robert Landon.
25 I'm with Citizens for Working Whatcom County.

1 First I'd like to present to the board some
2 comments. We have 102 comments we have received
3 through Citizens for Working Whatcom County.

4 My primary concern, as it says Citizens for
5 Working Whatcom County, is work. We have a lot of
6 people who are working in Whatcom County, but they're
7 underpaid, they're underworked. I've got a grandson,
8 the best he can do is find part-time work, and he's
9 trying to support a family on that. He can't, so of
10 course I have to pay.

11 Let's get an industry in here that pays good
12 union wages, that has benefits, that has
13 hospitalization, and above all a retirement plan and
14 enough money they can put money away.

15 They're not going to get Social Security.
16 Let's face it, the government is going to spend that.
17 They have to be able to put something away to live on
18 besides grandpa's money.

19 We know that if we can get some industry in
20 here and get started, they're going to put
21 \$600 million in here. That's going to get somebody's
22 interest back east that invests money.

23 They're going to say, "Wait a minute.
24 Whatcom County, where is that? Charlie, find out
25 about that and let's see if there is an investment

1 possibility there."

2 Once we get them building here, they'll
3 continue building here, we'll get somebody to work.

4 I know no coal exports, but I'll tell you,
5 quite frankly, folks, I don't care what in the hell
6 they build here as long as it puts these young folks
7 to work in a good job.

8 Thank you for your time.

9 oo-00-oo

10 LAURIE HENNESSEY: My name is Laurie
11 Hennessey. I'm here representing the Alliance for
12 Northwest Jobs and Exports. We're a coalition of more
13 than 50 organizations; we're growing every week.
14 We're from Oregon, Washington, Idaho, and Montana. We
15 have 350,000 employees at more than 40,000 businesses.

16 I was born in Everson and I went to Western.
17 And we very firmly believe in this project. This
18 proposed terminal will provide an important short and
19 long term boost to our regional economy that will
20 create much needed jobs right here in Whatcom County
21 and will create thousands of good, family-wage jobs in
22 the construction trades, particularly around the
23 region, all of these terminals; manufacturing trade,
24 transportation, blue collar, white collar.

25 The terminal will propose a variety of

1 commodities including grain and, yes, including coal.

2 As a state with unemployment above the
3 national average that's routinely forced to cut
4 funding for our schools, we want our policymakers at
5 all levels of government to not block hundreds of
6 middle class jobs and millions in tax revenues that
7 these exports can bring to the county.

8 Let's be clear. If we do not build the
9 terminal, the jobs, tax benefits, and the demand for
10 coal energy won't disappear; it will just go someplace
11 else.

12 Done right, done the Northwest way, these
13 projects will mean greater economic opportunity and
14 security for this county, while also ensuring each
15 project follows the highest standards that we have set
16 as a nation.

17 There was a time years ago when as a society
18 we may have lacked the understanding, technology, and
19 commitment to achieve both a strong economy and a
20 clean and safe environment. Luckily those days are
21 behind us. We can make this happen the Northwest way.

22 Four out of ten Washingtonians rely on trade
23 for their living. That's the story of our great
24 state. We've made that happen together. Let's not
25 change our commitment today.

1 Thank you.

2 oo-00-oo

3 JIM DOTINGA: Hi neighbors and friends of
4 Newberry Sandy Point.

5 As a resident of Whatcom County for 48
6 years, I have worked in the agricultural and housing
7 business here in Bellingham and the county.

8 As a keen observer of our surrounding
9 environment, I believe it's extremely important that
10 with future development here in Whatcom County we give
11 careful consideration to our air, land, and sea.

12 Currently, as I said, residing on Sandy
13 Point, Mother Nature is part of my daily life over
14 there.

15 That said; I fully support the Gateway
16 Pacific Terminal project. I believe this project will
17 be the cornerstone for our county's sustainable
18 future. Creating jobs for local residents will
19 strengthen our community. I believe the Gateway
20 Pacific Terminal is the driving force to achieve this
21 goal.

22 I'm confident the Environmental Impact Study
23 will sufficiently discredit the opposition's stance
24 that this terminal will be detrimental to our
25 environment and quality of life. The opposition's

1 fact-less stance should not be the driving force
2 stopping this project.

3 This is a great opportunity for our
4 struggling economy to turn the corner in the direction
5 away from economic collapse.

6 On the east side of the country they're just
7 switching chairs on the Titanic, but we're doing
8 something real here.

9 I encourage our commission, committee,
10 council members, and all to vote in favor of this
11 project so we can take the next step to a prosperous
12 Whatcom County.

13 I once on the average cross the railroad on
14 Slater. And in the future, if this goes through, I'll
15 be happy to wait five minutes or ten for all the
16 people that get a job out of this and their families.

17 Thank you.

18 oo-00-oo

19 NEVA LOWE: My name is Neva Lowe.

20 I'm a strong advocate for the Gateway
21 Pacific Terminal. I live in Ferndale, about a block
22 from the train tracks. I do hear the tracks sometimes
23 when I am listening for them to go by, otherwise not
24 so much.

25 I have lived and worked in Ferndale for 28

1 plus years. I love it here. My family has been
2 raised here. My son is a journeyman electrician; I
3 would like to see him continue to have jobs here so my
4 family doesn't have to move away.

5 We just need to be part of the growth so
6 Whatcom people can stay here.

7 When GP got shut down I lost about a third
8 of my clients. Let's keep Whatcom growing.

9 This area was formed on the coal industry.
10 My house was heated with coal. I have three clients
11 in their 80s and they're still here.

12 Just for the fun I brought this piece of
13 coal from my crawl space in my basement. My house
14 used to be heated with coal. We need to keep the jobs
15 here.

16 Thank you.

17 oo-oo-oo

18 MARK LOWRY: My name is Mark Lowry. I live
19 in Ferndale, Washington.

20 I am the president of the Northwest
21 Washington Central Labor Council. And it is my honor
22 to speak for labor in Whatcom, Skagit, and San Juan
23 counties.

24 Labor has been an active, early, and strong
25 support of this project from the very beginning. We

1 have sought employment opportunities at this footprint
2 literally for 30 years. And to see a possibility of
3 something coming to fruition here is exciting for us.

4 I'll keep my comments brief.

5 We all know that we need the jobs.

6 It is Labor's position and our hope
7 regarding this study specifically that a full study on
8 the economic impacts of a project like this, both
9 being built and being operated, on all of the economic
10 places where it would touch be studied in depth.

11 The second thing that we are concerned about
12 and that we want is that this study be specific to the
13 Gateway Project. We understand that the project is
14 large enough in scope and scale that it has to be more
15 than just a few acres that the footprint would sit on,
16 more than just the rail siting at Custer.

17 But we are very much opposed to the concept
18 of using this study to study more than just the
19 Gateway Project. All these other shipping terminals
20 should have nothing to do with this.

21 We are opposed to this being used as a
22 vehicle to study coal being consumed by the end users
23 offshore.

24 We need to look about Whatcom County. We
25 need to look about Skagit County. We need to look

1 about the impacts for the Gateway Project.

2 Thank you.

3 oo-00-oo

4 JOHN MUNSON: My name is John Munson. I
5 live on the Lummi Reservation.

6 I'm a retired longshoreman. I'd like to
7 thank you for proceeding with this process and
8 evaluating the proposed terminal.

9 I've lived here all my life and I've worked
10 in Whatcom County, except for times when I had to
11 leave the county because there was no work. This is
12 an opportunity to re-create work that we've lost since
13 the shutdown of Georgia Pacific, and it will go a
14 large way towards reestablishing the industrial base
15 that we once had in the county.

16 The terminal will be built in an area that
17 is zoned for industrial use and would provide jobs for
18 two or three generations, and built in an area that
19 will not require any maintenance dredging. That means
20 that the environment around the pier would be clean.

21 There is no question about the fact that the
22 fit of the terminal would be great for that area.
23 There is an aquatic reserve that was established in
24 the area, and the agreement to establish an aquatic
25 reserve established -- was written with a caveat that

1 one more industrial pier would be located in the
2 Cherry Point area.

3 I believe that you should do an examination
4 of the vessel traffic that goes into and out of the
5 area, and try and clean up some of the hysteria that
6 has been going around about the effect of 450 ships
7 that will be using the terminal per year.

8 The Columbia River capacity has 3500 ships a
9 year that go through, and that's the most hostile body
10 of water in the world.

11 I'm done.

12 oo-00-oo

13 HUGH FOULKE: I'm Hugh Foulke.

14 I'm a resident that lives within a mile of
15 the industrial complex out at Sandy Point, or near
16 Sandy Point. I'm a taxpayer and I'm a school board
17 member of Ferndale.

18 I want to talk about creating wealth. The
19 United States is approaching \$16 trillion in debt, and
20 my concern is what's going to happen to the kids in
21 the schools in Ferndale.

22 I'm looking for a great new neighbor, just
23 like Intalco and Mobil and GP, to help share the
24 burden of taxes. And those taxes in part are going to
25 be used for kids in the Ferndale schools.

1 Just imagine the kid that wants to take the
2 arts and any of the so-called extra things. If we
3 don't have tax revenue, those kids won't be able to
4 play the trumpet and do all those extra kinds of
5 things.

6 If the project goes through, our new
7 neighbor will contribute in excess of one and a half
8 million dollars per year.

9 An additional concern I have are two schools
10 that are in considerable disrepair. One is in North
11 Bellingham and one is in Custer. And those schools
12 need renovation or replacement. And it would be nice
13 for all of us taxpayers here if we had one great big
14 taxpayer to help us pay for all of that.

15 Thank you.

16 oo-00-oo

17 MIKE ELLIOTT: Good afternoon. My name is
18 Mike Elliott.

19 I'm the Chairman of the Washington State
20 Legislative Board, Brotherhood of Locomotive Engineers
21 and Trainmen. I represent over 700 members here in
22 Washington State with an interest in the Gateway
23 Pacific Terminal project.

24 The Washington State Legislative Board is
25 mindful of established procedures and precedent. We

1 expect a thorough environmental review to take place
2 within the scope of the Gateway Pacific Terminal
3 project. There are established procedures under SEPA,
4 NEPA, and the Wetlands Acts for properly evaluating
5 the Gateway Pacific Terminal project.

6 Should the Cherry Point site be scrutinized?
7 Absolutely. Should the impact on waterways in Puget
8 Sound be studied? Without a doubt. Should the
9 impacts along the Custer Rail Spur be considered?
10 Yes, they should. But that's where the scope of the
11 studies should end.

12 Some are suggesting Main Line Rail from
13 Cherry Point to Powder River Basin should be studied
14 under a Programmatic EIS. The Washington State
15 Legislative Board respectfully disagrees with this
16 view.

17 The reason being: Most Main Line Rail
18 Routes on the Northern Corridor were established in
19 the 1800s and are governed under existing Interstate
20 Commerce law.

21 Over the years, the railroads have made the
22 improvements needed to accommodate interstate commerce
23 rail traffic. Trying to apply the Programmatic
24 "stamp" to the existing Main Line Rail infrastructure
25 accomplishes nothing other than clogging the courts

1 with frivolous litigation and delaying a sound
2 NEPA/SEPA process that already ensures a thorough
3 review.

4 Washingtonians need job opportunities and
5 they need them now. Please use the NEPA/SEPA
6 processes already in place to evaluate the merits of
7 the Gateway Pacific Terminal Project proposal.

8 Thank you.

9 oo-00-oo

10 MIGUEL PERRY: My name is Miguel Perry.

11 I didn't bring my notes but I have my phone,
12 so good thing for technology.

13 I'm an officer of Local 70 Carpenter's
14 Union, Local 70, which covers Whatcom County. I've
15 been a carpenter for 30 years; I started an
16 apprenticeship in 1980, so over 30 years.

17 I'm also an ordained minister with the
18 Assemblies of God. I've been an ordained minister
19 with the Assemblies of God since 1987.

20 I'm here to support the Gateway Pacific
21 Terminal because I believe in disposable family living
22 wages with fringe benefits; which include full
23 medical, dental, dignified retirement funds, and
24 training opportunities for young people in our
25 community through state approved training programs.

1 When an opportunity to attract a
2 \$600 million private sector investment in our state's
3 export infrastructure presents itself, we'd better
4 take it very seriously. The Gateway Pacific Terminal
5 in Whatcom County is just such an opportunity.

6 Those who oppose the terminal express
7 concerns over the potential effects over climate
8 change due to China's rapid increase in coal-fired
9 electricity generation. I wonder how many of us
10 carpool today -- I did -- or used transit
11 transportation to get here, or drove a bicycle or
12 motorcycle to get to this meeting. Reducing global
13 warming and potential climate change is as much
14 personal responsibility as it is a corporate
15 responsibility.

16 oo-00-oo

17 LEROY ROHDE: My name is Leroy Rohde. I'm a
18 lifelong resident of Whatcom County.

19 I'm also a longshoreman. I load and unload
20 ships for a living. I used to get all the work I
21 needed right here locally.

22 As it stands now, I now get up at 2:00 or
23 3:00 in the morning. I start driving and I go to a
24 port where I think I may make a job for a day. There
25 is no guarantees.

1 If this terminal is built, I would have
2 steady employment out there, as would generations to
3 come.

4 As I said in the beginning, I'm a lifelong
5 resident here, so I do expect you, as the lead
6 agencies, to do your job. Collect the input from all
7 these meetings, determine what shall be studied, ever
8 mindful of being as fair to this proposal as you would
9 any other that may come along. And to also consider
10 people like myself, who are only asking for an
11 opportunity to work and to contribute back to this
12 community.

13 Thank you.

14 oo-00-oo

15 LORRAINE NEWMAN: Lorraine Newman. 4035
16 Cedarbrook Court, Bellingham, Washington.

17 For 12,000 years people have stood on these
18 misty shores and launched their boats into the sea for
19 their livelihoods. We stand here today at this
20 Gateway for the same reason; our livelihoods.

21 I am from the generation of Americans that
22 became concerned about our impact on our environment.
23 Because of that concern we began serious study of
24 environmental impacts. We created entire colleges
25 like our own Huxley College for this study. As a

1 result of our studies we have done a lot to clean up
2 past mistakes. We have decreased acid rains, we have
3 cleaned up lakes, rivers, and shorelines across our
4 nation. We have improved air quality. We have
5 established sounder practices in logging, agriculture,
6 and building.

7 We stand here today at this Gateway with the
8 culmination of 40 years of study -- a state of the art
9 shipping terminal. Those who are younger than us have
10 taken our concerns seriously. They have studied and
11 applied their learning to this project.

12 As in all generations, we have naysayers who
13 stand among us. They bring their cloud of fear of the
14 future with them. Fueled by Hollywood horror films
15 and misinformation, they have created for us a vivid
16 picture that would rival Charles Dickens's description
17 of London in his novel Bleak House from 200 years ago.

18 This is Whatcom County's Gateway to the
19 future; well studied, well designed, open for all to
20 see. It will improve the livelihoods of those who
21 construct it and work in it. It will improve the
22 lives of Whatcom County residents with increased tax
23 dollars that we can use to further protect our county.
24 It will improve Americans balance of trade with other
25 nations. Do not let fearmongers stop us from walking

1 through this Gateway into our future.

2 We can work together and do this. We can do
3 this; we can do it in the right way. We can boldly
4 step into the future from these misty shores of
5 Whatcom County.

6 Thank you for your help.

7 oo-00-oo

8 GREG BROWN: My name is Greg Brown from
9 Whatcom County.

10 Thank you for the second opportunity to
11 speak to you.

12 I just want to point out that Disneyland
13 moved from concept to construction in two years.

14 This heavy industrial zoned property has
15 been in the concept mode for over 30 years. It looks,
16 through all the regulations the naysayers want and
17 millions of agencies, that it will be another three to
18 four years.

19 The stuff that concerns me now is what is
20 called the precautionary approach where the developer
21 and basically your agency is guilty until you prove
22 yourself innocent. My concern is that you reverse
23 that process and assume the process is innocent until
24 it has a chance to mitigate and correct.

25 You are hearing a lot of stories, a lot of

1 unusual claims.

2 I have lived here most all my life. I
3 worked 38 years at the refinery, Mobil on to Phillips
4 66.

5 I have watched the industries out there
6 grow, change, through regulation, through whatever, to
7 make a safe work environment. One of the safest
8 places to work in the world is at our local
9 industries.

10 So my hope is to you guys, that you realize
11 that and get some of the fog out of the discussion and
12 move ahead. And we need the base, we need the jobs,
13 and we need the growth. So all I can say is go green.

14 oo-00-oo

15 KRIS HALTERMAN: My name is Kris Halterman.
16 Whatcom County.

17 As long as I have lived here, and my family
18 has lived here, in Whatcom County, for the past three
19 generations, there have been trains. People have used
20 trains, and many other forms of transportation, to
21 move products and people across the land.

22 Could our forefathers have imagined that
23 mankind would deny others their right to produce and
24 trade with others in a legal activity without a
25 reasonable process to address the issues? I do not

1 Michigan Street, Bellingham.

2 I've been a lifelong resident of Whatcom
3 County, along with my mother, my grandmother, my
4 great-grandmother, my great-great-grandmother, and I
5 don't think I need to go on.

6 But I'm here to support the project and I'm
7 urging the folks here -- I thank you for the
8 opportunity to come here and speak today. I'm hoping
9 that we can get through this process without throwing
10 in a bunch of convoluted processes added on to what we
11 already have. And I truly hope that we can keep our
12 focus on the jobs and the economic vitality that this
13 project could bring.

14 I see two things happening with this
15 project. If SSA Marine could go through and pass all
16 the muster tests on the EIS process, the project will
17 be built. If they don't, it won't.

18 I am a member of the Laborers' Local 276 as
19 an organizer for the Northwest Regional Organizing
20 Coalition, so I see the unemployment out there. It's
21 tough. Our members have been suffering for a long
22 time.

23 This project here is going to go a long way
24 for providing much needed jobs, with wages and
25 benefits to go along with it; something that we don't

1 have, something that was promised to us when Georgia
2 Pacific was closed down 15 years ago. That's never
3 come back.

4 Thank you.

5 oo-00-oo

6 RON RHINE: Ron Rhine. I've been a lifelong
7 Whatcom County resident.

8 And I feel for Gateway Pacific as it goes
9 through this, and actually for you folks. The biggest
10 thing is is I've been involved in a large real estate
11 development in Whatcom County and I've seen the
12 mindless bureaucracy that goes on with it, and this is
13 my point to you folks; please keep the scoping process
14 very narrow.

15 I'm not a wealthy guy. And when I had a
16 \$90,000 traffic study done and I looked at it and
17 thought, "Wow, that's amazing. This is incredible.
18 They studied it all." And then I saw a rebuttal
19 study.

20 In the end I realized, wow, two reasonable
21 people could have sat down and figured out what
22 \$180,000 and nine months of interest payments would
23 have taken. And that's one of the biggest things that
24 scares me here is you can study this to death. Please
25 don't do it.

1 There is a cost to all these efforts. Look
2 at all of these folks, how much people took all this
3 time off, even the folks I don't agree with. We all
4 took time off to be part of this.

5 Move along with this. Make it quick, fast,
6 and straight forward. Don't let the bureaucratic
7 process destroy it.

8 When it comes to economic impact, we have a
9 case right here in this county where we had almost
10 nearly a billion dollar downzone, and when it came
11 time for the economic impact statement they didn't
12 even care about it. He just signed it off real quick,
13 like that's not even a big deal. And actually I kind
14 of don't even blame them for doing it, because half
15 the citizens didn't pay a lick of beans to it.

16 But the reality is you folks have a
17 responsibility to reach beyond that and look at what's
18 good for our economy, look at what takes care of
19 properties rights and follows the law.

20 Thank you.

21 oo-oo-oo

22 JOHN DOORNBOS: My name is John Doornbos. I
23 live in Lynden, Washington, with my wife, Shona, and
24 our six children.

25 Thanks for allowing me to make some

1 comments.

2 This is the first time I've ever taken the
3 time to speak at a public forum or anything at all,
4 never mind something political and as contentious as
5 this topic appears to be. However, I've decided that
6 this issue is important; important enough in fact for
7 me to gather the courage to come out and speak to you
8 directly.

9 The issue is important to me, my family, and
10 my community. In fact it seems like such a
11 no-brainer.

12 The truth is that there are a lot of natural
13 resources to the east of us. On top of that there are
14 huge markets to the west of us, across the Pacific
15 Ocean, that want them.

16 Not building the Gateway Terminal won't
17 change the fact that those two forces of supply and
18 demand won't meet. In fact it is clear that our
19 friends to the north or south of us will be happy to
20 provide the solution they need.

21 So not doing this only means that we don't
22 participate in the economic benefits that come from
23 it. It also means that we can't ensure and control
24 that whatever solution is built won't meet appropriate
25 environmental standards. It means employable people

1 in Whatcom County won't be able to participate in the
2 jobs that will come out of this. It means our
3 community won't gain benefit from the taxes and growth
4 that result. It means my children, our children,
5 won't benefit either.

6 Ultimately, to me, it makes total sense for
7 us to enthusiastically move forward with the project.
8 Let's say yes to growth, safe and healthy industry,
9 jobs, and becoming an important link between the
10 resources to the east of us and the markets to the
11 west. Let's show the world that we can do this
12 responsibly. Let's be leaders on showing the world
13 how well we can do this.

14 Thank you.

15 oo-00-oo

16 JOANNE FLORES: My name is Joanne Flores. I
17 live in Ferndale.

18 I'm with that guy, I haven't come out here
19 and spoken either.

20 Whatcom County families need family wage
21 jobs here. There is no doubt about that. We can't
22 keep trying to eke out a living on minimum wage when
23 our cost of living outweighs our monthly income. And
24 speaking for myself, if I cut back my spending any
25 more, I won't even be buying food for my kids.

1 The majority of jobs currently available do
2 not pay enough to support our families, and at the end
3 of the day that is what really matters. What I do
4 know is that no job, whether one or 100, should be
5 dismissed as unneeded.

6 Families are hurting for food and shelter
7 and every job brought into this area has the potential
8 to change someone's life for the better. I grew up
9 here. We have a great education system here and it
10 would be very beneficial for our graduates, whether
11 high school or college, to be able to live here and
12 use their education where they earned it, at home.

13 Let's keep our families together in Whatcom
14 County where they want to be and give them jobs they
15 can be proud of.

16 I am more than happy to sign my name on a
17 line to help my community to say they can finally
18 bring in a paycheck that they can support their
19 families on. Let's face it, it's easier to replant a
20 bunch of trees than to create 1250 needed full-time
21 jobs all at once. We have the opportunity to better
22 our lives; let's take it.

23 And on a side note, I have taught music for
24 nine years privately. Living in this area, after
25 having just moved back last year from being gone for

1 about 18 years, I have very few people who are able to
2 actually take private lessons for anything. And
3 that's not charging a whole bunch either.

4 I have students in other states that were
5 able to get full-ride college scholarships based on
6 their musical ability. If we don't have that for our
7 kids -- I mean it's such a huge, huge thing that kids
8 can go to college on. I mean it's not just athletics,
9 which are pushed a lot in Ferndale, but music is there
10 as well and there needs to be a little bit of
11 additional income to be able to provide some of our
12 kids something that they can go on with their lives
13 for.

14 oo-oo-oo

15 BOB KRAMER: I'm Bob Kramer. I'm from
16 Lynden.

17 Like Clarence Bob, I was born here, my
18 parents were born here, my grandparents were born
19 here.

20 I do not have a prepared speech. Basically
21 where I'm coming from is the environmental impact of
22 the dock. The dock I think is going to be beneficial
23 for the fishery. I think the fishery sees all of the
24 benefits from that, from the herring to the salmon to
25 the orcas.

1 The dock provides a place for all the fish
2 to hide from other fish, from the predators. And I've
3 worked on all the docks, and you can see it all along
4 there all the schools of fish just going in and out of
5 the piers.

6 And I think that it's going to be a benefit.
7 That's my sport; I fish for sport. And if I don't
8 have fish, then I am without a sport. And I just
9 think it's beneficial to the whole environment, the
10 dock.

11 I think most of the people here that don't
12 understand it have never been out there. They've
13 probably never been on Puget Sound, they've never been
14 on the water, they've never seen how fish work. I've
15 done it since the 60s. And most people just plain
16 don't understand fish, and that's why we need to have
17 this project.

18 oo-00-oo

19 WILLIAM LaFRENIERE: Hello. My name is Bill
20 LaFreniere. I'm a resident of Whatcom County, just
21 north of Bellingham.

22 I had a longer statement prepared, but
23 having to cut it down for the two-minute cutoff.

24 The EPA has determined that carbon dioxide
25 is a pollutant. The EPA has a political bias to their

1 conclusions which adversely affects economic
2 prosperity. Their decisions should be subject to the
3 environmental assessments they force on others.

4 That said, what can be done to lessen the
5 impact of the combustion of coal? A variety of
6 products can be produced with the sulfur dioxide
7 pollutant that is produced by the combustion of dirty
8 coal.

9 If the people that burn dirty coal agree to
10 control their releases of sulfur and other pollutants,
11 there is no further need for processing. If not,
12 perhaps coal marketers might investigate further
13 processing to produce a coal product that does not
14 release controllable pollutants.

15 I would propose that a coal processing
16 facility be built next to the Gateway Pacific
17 Terminal. This facility could pulverize coal, contact
18 the coal with copper ions under heat and pressure to
19 remove most pollution-causing impurities. The
20 resulting clean coal could be pelletized, coated with
21 sealer, and sold to industry, and energy producers,
22 and those needing coal without the ability to reduce
23 emissions of pollutants.

24 This proposed project would supply temporary
25 construction jobs for construction industry badly hurt

1 by the housing downturn. It would produce permanent,
2 high-earning jobs to the railroad industry, the
3 Stevedore workers operating the shipping terminal, the
4 tug-boat operators guiding the ships in Puget Sound.
5 Taxes collected on sales would benefit local schools,
6 local and state governments.

7 If my proposed coal, clean-coal project were
8 built, it could employ non-union workers.

9 Anyway, my name is Bill and you can see me
10 on my website www.enduniongov.com.

11 Thank you.

12 oo-00-oo

13 WES KENTCH: My name is Wes Kentch.

14 I'm a local farmer. And outside of Clarence
15 Bob, I'm probably older than most of you in the room.
16 I've been here 74 years in this county, other than the
17 short time I went to Wazzu -- Go Cougs -- and did a
18 little bit of time teaching down near Vancouver, North
19 Vancouver.

20 And had I decided to take the attitude that
21 a lot of people in this room have and said, "Hey, I
22 don't want to see growth, I don't want to see anything
23 change in Whatcom County," a lot of you wouldn't have
24 been able to come in here because we would have got up
25 and beat the drums and discouraged everybody from

1 having any new growth here.

2 And I don't think we can do that. I think
3 we have to continue to grow. If you are not growing,
4 you are stagnated. And when you stagnate, you don't
5 have anything to cover your cash base.

6 A lot of you want parks, and parks are a
7 wonderful thing, except you take them off the tax
8 roles and they cost money, they don't make money,
9 other than maybe some surcharges for fees.

10 Anyway, I believe that we need the Gateway
11 Terminal project. And I know it works because I
12 already see there is jobs associated with that that
13 are in process now. I see a whole bunch of signs out
14 here that we wouldn't have had jobs for those people
15 if this project hadn't come into being.

16 We have a lot of people here that are
17 holding jobs because they have to sit on a scoping
18 committee. Albeit I'm all for it, I'm original green,
19 I farm out here, I know what working on the land is
20 like, and I don't see anything in the stuff that I
21 have seen or heard about the Gateway Terminal Project
22 that is negative to the point that can't be mitigated
23 and overcome.

24 And I also look forward to the future in
25 that we may be shipping other dry bulk products out of

1 here, and coal will be a minor product at some time in
2 the future. And I think grains from Eastern
3 Washington and Idaho very possibly will ship out of
4 this area.

5 Thank you.

6 oo-00-oo

7 ERIC GUSTAFSON: My name is Eric Gustafson.
8 I live at 23450 78th Avenue West, Edmonds, Washington.

9 I have the honor of having been asked by
10 approximately 80 iron workers to come here today and
11 speak on their behalf. That 80 do live in Whatcom and
12 Skagit counties.

13 They would like very much to be able to work
14 here in Whatcom County rather than having to drive all
15 the way down to Tacoma or over to the east side in
16 order to work.

17 As we understand it, the coal industry will
18 have this facility or a similar one somewhere. It's
19 been our observation that when there is a product
20 that's in demand and there is money to be made, that
21 product will get to the customer who is willing to
22 pay.

23 So if it's to be a different facility, it
24 will probably be located north of the Canadian border.
25 If we look at the history we can expect weaker

1 environmental protections if it is built on foreign
2 soil.

3 Coal dust doesn't recognize manmade borders.
4 What we're worried about is dust coming off train cars
5 and freighters and other vehicles, trucks moving that
6 stuff. It's going to be coming off of that stuff and
7 making it here anyway. It's going to follow the air
8 currents and the water currents, and we're going to
9 have to live with it in our air and our soil and our
10 water.

11 So wouldn't it be better to just go ahead
12 and build the facility here where we can regulate it
13 our way, have control over it with our authority
14 instead of giving that away to somebody else, as well
15 as our money.

16 Thank you for your time.

17 oo-00-oo

18 KEVIN FOSTER: My name is Kevin Foster. I
19 live at 5938 North Star Road, two miles from the
20 proposed facility.

21 I'm a longshoreman here in Whatcom County.
22 I want to see the future with good jobs for people, my
23 boys included, everybody else's kids.

24 I think the project would be a short-term
25 fix for family wage jobs and a long-term fix for

1 family wage jobs.

2 I moved out there, part of the reason was I
3 thought this thing would be built a long time ago and
4 I'd be living close to the facility. I moved out
5 there knowing that there was already heavy industrial
6 out there. I live with the other three facilities out
7 there, and I don't have a problem with it. I wouldn't
8 have a problem with this one either.

9 I think the amount of jobs and tax revenue
10 that we're going to gain outweigh the proposed
11 problems with it.

12 I want to see them go ahead and do it. I'd
13 like to see the scoping narrow to what the state laws
14 are and not get all convoluted with a bunch of
15 hyperbolic stuff.

16 Thank you very much for listening to me.

17 oo-oo-oo

18 JOE SMITH: Joe Smith. Lifelong resident of
19 Whatcom County.

20 I just have a couple of things. One measure
21 to minimize effects of this terminal would be a study
22 to access federal funds for rail infrastructure
23 spending to build overpasses and increase safety of
24 rail crossing.

25 And another thing that would be a

1 significant unavoidable adverse impact of this
2 terminal is if it is not built we will have all the
3 rail and ship traffic going through here to Canada,
4 without the infrastructure and improvements or the tax
5 revenue that goes with it. We need projects like
6 these to put Americans back to work and increase our
7 export of goods to other countries.

8 Thank you.

9 oo-00-oo

10 WYLAND CHOKER: My name is Wyland Choker of
11 Sumas, Washington.

12 I'm a third generation Whatcom County
13 resident and I support the Gateway Pacific Terminal.

14 In our Declaration of Independence it states
15 we hold these truths to be self-evident, that we are
16 endowed by our Creator with certain inalienable
17 Rights; Life, Liberty, and the Pursuit of Happiness.
18 And that Governments are instituted among Men to
19 secure these rights.

20 Life. Coal is energy and that energy is
21 used in the production of everything that supports
22 life.

23 Liberty. If we lose our property rights;
24 our right to engage in commerce and free enterprise
25 and our right to work and to provide for our families,

1 then we lose our liberty.

2 The pursuit of happiness. If we deprive our
3 fellow citizens of their use of their own property,
4 their right to build and to employ people and to
5 pursue their dreams, then we rob them of their pursuit
6 of happiness. And for what? To impose our not in my
7 backyard selfishness on our neighbors.

8 There is not a single human endeavor that
9 cannot be destroyed by that not in my backyard
10 ideology. That kind of self-centeredness is
11 destroying our prosperity, our nation, and our
12 American freedoms. Respect human rights. Support the
13 Gateway Pacific Terminal.

14 Thank you.

15 oo-00-oo

16 BONNIE ONYON: I'm Bonnie Onyon. I'm former
17 Mayor of Blaine and a Whatcom County citizen for over
18 29 years.

19 I have a vested interest in this area, like
20 most of you here today, and I want to be sure growth
21 is responsible and balanced in the interest of the
22 environment, but also in the interest of our citizens
23 and our area's economic sustainability.

24 Important facts to keep in mind:

25 Cherry Point has been a designated Heavy

1 Industrial Zone for decades and the proposed terminal
2 conforms to allowable uses of the zone.

3 Rail service to the proposed terminal is not
4 a new idea; it has served existing industries at
5 Cherry Point for many years.

6 For over a hundred years the railroad has
7 run through dozens of Washington cities, including the
8 communities of Bellingham, Ferndale, Custer, and
9 Blaine. What's new about that?

10 Well-paying industrial jobs are the backbone
11 of most successful communities. The closure of
12 Georgia Pacific left a big gap in our local economy.
13 We need to fill that gap with family wage jobs.

14 Now some concerns and possible solutions:

15 Since so much concern seems to be centered
16 on rail traffic, require Burlington Northern to make
17 sufficient rail improvements to enable trains to go
18 through at higher speeds to clear crossings faster
19 and/or require grade separations at problematic
20 crossings. The railroad will benefit economically
21 from usage of its tracks and they should bear the
22 responsibility of mitigating impacts judged
23 unacceptable by State and local authorities.

24 To those who have closed their mind to the
25 vast potential benefits of this project and are solely

1 focused on their version of worst-case scenario, I
2 daresay that most of you have always hailed the EIS
3 process as democracy working at its best. What's
4 different this time? Keep your mind open and let the
5 process work like it's supposed to work!

6 And to those authorities who will make the
7 ultimate judgment, I'd like to impress on you that in
8 addition to protecting our environmental resources,
9 please keep in mind two other valuable resources that
10 also deserve our protection - the American worker and
11 his family and Free Enterprise - on which our country
12 is based.

13 oo-00-oo

14 CHARLES POWELL: My name is Charlie Powell.
15 I'm from Bellingham.

16 I don't have no notes, so I'm going to try
17 to make it quick.

18 But what I'm concerned about is something
19 that don't seem like anybody has touched on. I'm
20 from, really, work for 22 years, I guess it was, at
21 Georgia Pacific back in Gary, Indiana. They thought I
22 knew something so they sent me out here. And overall
23 I think I've worked 43 years for the Georgia Pacific.

24 But back in Gary I saw 8,000 people lose
25 their jobs just practically overnight.

1 But you know what's amazing to me, they had
2 coal trains going through there every day. And I bet
3 you you would have to -- if you got caught with one of
4 them, you'd have to sit and wait anywhere from 30
5 minutes to maybe 45 minutes just to get the coal train
6 to go back to the coal mill they were going to over in
7 the steel mill.

8 Now, I tell you folks; this is nothing new.
9 Coal has been around for years. And what gets me so
10 much is Gary, Indiana, turned out to be, because all
11 the work had left from out there, and it became the
12 murder capital of the United States for years, and it
13 probably still is.

14 Me and my wife was back there in 04, and
15 going through that place where there is no work it
16 looked like a war zone; empty houses, broke out
17 windows, boarded up buildings. And it's amazing to me
18 that people want to see that happen here I guess,
19 because they don't want to see no prosper.

20 I guess I'm out of time. Thank you.

21 oo-oo-oo

22 BILL ALEXANDER: My name is Bill Alexander.
23 I live at 6120 Malloy up here in one of the oldest
24 buildings built in this area, I guess, about 1963.

25 I'm nervous, so bear with me.

1 But I was born in Red Lodge, Montana, and
2 lived 15 years in a small town in Wyoming where this
3 coal is being dug. And I'm just angry as heck because
4 the goal is going an equivalent distance all the way
5 across the United States, and then it's being dumped
6 in an outdated facility up in Canada that was built
7 four decades ago. They have no containment facilities
8 and nothing up there. It's all over the place. In
9 fact they built it a half a mile off the shore just so
10 the coal and whatever it is wouldn't be on the shore.

11 This is a totally different situation.

12 But the fact of whether this Gateway
13 facility will be built here or not, that's not the
14 issue.

15 The issue is we came from the Libby Dam
16 project in 1968, my wife and two kids, and I went to
17 work for the Bellingham City in the engineering
18 division. And I had the honor to be the President of
19 the AFSCME -- how many of you guys know what that
20 stands for? American Federation State, County and
21 Municipal Employees -- for two years. My chest is way
22 out because I'm proud of that.

23 But there is another issue that hasn't been
24 taken into consideration here. When my wife and I
25 came here, we stood out there on one of the roads that

1 border Bellingham Bay and we were able to look out on
2 the delta. It's a small delta because of the Nooksack
3 River dumping out there. And you can go out there
4 today and almost build houses on it; it's progressed
5 so far south. Some day, in fact very shortly, the
6 Port of Bellingham will have to be dredged because it
7 won't take any more ships.

8 oo-00-oo

9 JIM GROVES: My name is Jim Groves. I've
10 been a resident of Whatcom County since 1965.

11 I'm employed as an electrician with the
12 International Brotherhood of Electrical Workers.

13 If this turns out to be a good study, I'm
14 all for this project. I don't know the first thing
15 about scoping, I don't know the first thing about
16 environmental impact studies; but I'm counting on you,
17 the professionals, to give us a fair, honest, and
18 quick study. We need a study on the local issues.
19 I'm not worried about butterflies in the Amazon or
20 this programmatic thing. But we need to look at
21 what's good for our Local. I believe that you people
22 are the experts to give us that study.

23 Thank you very much.

24 oo-00-oo

25 BECKI TAYLOR: My name is Becki Taylor.

1 I am a lifetime local resident. Anywhere
2 from Blaine to Bellingham have I lived. I'm also a
3 local realtor.

4 First of all, I want to state that I am just
5 asking that the EIS process go through with seamless
6 fully professionals, which you are. As when people
7 come to me for real estate, they put their
8 professionalism into my hands that I do my job; and
9 we're putting it into yours and we're hoping for a
10 very fast, smooth, efficient process.

11 I am here to say that this last two years I
12 have seen more lives devastated through job loss. And
13 I have had the sad occasion of watching people walk
14 away from their homes as a result of job loss. So I'm
15 in support, because this -- realtors see jobs as
16 quality of life and I am here to see quality of life
17 in Whatcom County increased through the flow of our
18 economy, through the flow of jobs. So thank you for
19 doing this process, doing it quickly, efficiently.
20 And we want to support jobs here in Whatcom County.

21 Thank you.

22 oo-oo-oo

23 D. MORRIS: My name is Desana Morris. I'm
24 from Bellingham, Washington.

25 And I guess you could say, listening to

1 everyone speak, I'm kind of new to the area because
2 I've been here since 1981.

3 Well, I had to do a little bit of research
4 to find out about Bellingham and Whatcom County. In
5 1884 Bellingham was one of the largest coal producing
6 ports that was on the west coast.

7 Now, I understand there is a lot of concern
8 regarding environmental issues. And being a
9 longshoreman myself, I kind of understand and know a
10 little bit what the requirements concern. And those
11 of you in Whatcom County, all of your concerns are
12 very real.

13 But most of all in Whatcom County we need to
14 have jobs here. We need to have the children and the
15 childrens that going to school here, they need to be
16 kept in this area for jobs. And the only way to do
17 that; for them to have jobs, for them to have medical
18 benefits so they'll be able to have something to be
19 here for.

20 Thank you.

21 oo-oo-oo

22 WILLEM REDELINGHULS: I'm Willem
23 Redelinghuls. I'm from Ferndale.

24 I've got to say thank you for this
25 opportunity to voice our concerns here tonight.

1 I'm originally from South Africa. And when
2 I heard that they want to import or bring coal through
3 Ferndale, it took me back because I remembered how
4 they do it in South Africa.

5 They used a long wall system to excavate the
6 coal, and then the ground behind the long wall system
7 collapses and there is no recourse.

8 Well, I've got to tell you I'm quite
9 impressed with the way that the United States
10 government is dealing with all the coal situations.

11 And then they ship it to the shipping
12 terminals by train, like they do it here, and they
13 have two or three-mile long train, and there is no
14 recourse after the trains have left the coal mine to
15 make sure that there is no coal spilled on the tracks.
16 Yet we find out that they are going to do that.

17 So I'm excited to voice my opinion and say
18 that I feel confident that the environmental people
19 will make sure that there is no problem with that.

20 And then as well looking at the kids get out
21 of high school looking for jobs, several people
22 already are coming forward and saying there is no work
23 here.

24 Now, my friend, I came from South Africa and
25 I'm telling you now it's not easy to find a job in the

1 United States being an immigrant. So I'm totally
2 looking forward to this opportunity creating good
3 paying jobs, training our kids so our kids can be
4 electricians, can be machinists, can be longshoremen.

5 That's what we need; don't we. Otherwise
6 we're going to be backwards.

7 And people are saying well, we need -- if we
8 don't do it here environmentally safe, how are they
9 going to take the coal. They're going to take it out
10 of South Africa. They're going to take it all over
11 the world and we're going to lose all that
12 opportunity. There we go.

13 Thank you.

14 oo-00-oo

15 LUANNE VanWERVEN: Hello. My name is Luanne
16 VanWerven. I am a resident here of Whatcom County.

17 And I am here in support of the Gateway
18 Pacific Terminal.

19 And I'm here to tell you that life has not
20 been very easy in the last three or four years for the
21 business community. My husband and I are members of
22 the small business community here in Whatcom County,
23 and this project of this scope would be enormously
24 beneficial, for not just our business but for all
25 businesses as well.

1 I'm here today with my little grandson, he's
2 five years old, his name is Clayton. And the one
3 thing he wants to do more than anything else is to
4 grow up and be a truck driver like his daddy.

5 So I would say to you that we consider this
6 project, not for just our benefit, but the benefit of
7 our children and our grandchildren. It is absolutely
8 essential. And I have complete confidence that the
9 process will be done with the highest possible
10 standards and that it should be approved.

11 Thank you very much.

12 oo-oo-oo

13 CHET DOW: My name is Chet Dow.

14 I was born here many years, many decades ago
15 in Bellingham, Washington. I graduated from high
16 school, Bellingham High School. At that time there
17 was only one high school in Bellingham. There were
18 399 of us. Some are no longer with us. Many are no
19 longer here in Whatcom County. And that was because
20 they had to go live in exile because our economy has
21 remained for many years in the state that we find it
22 in today.

23 We built the refinery in 1954, the first
24 refinery out at Cherry Point, and then later another
25 one, Intalco, in between. Georgia Pacific that was

1 here for years and years and years; no longer with us.

2 We need the jobs and we need the economic
3 strength that this Gateway Pacific Terminal can bring
4 to our county.

5 This is a quality of life issue. And there
6 is no reason, given the safeguards that have been put
7 in place over the last 30 years for our environment,
8 that we cannot protect that which those of us who grew
9 up here in the great outdoors -- mostly right here in
10 the county; you didn't have to go a long ways away to
11 enjoy the environment and the conditions that we had
12 in those days.

13 There is no reason we can't do this project,
14 protect the environmental values, and at the same time
15 provide real jobs so that our kids and our grandkids
16 are not forced to live who knows where; a long ways
17 away.

18 Thank you for your time today and your
19 consideration.

20 oo-00-oo

21 ANTHONY WALLACE: I'll keep it pretty brief,
22 I've been here since pretty early this morning, as I'm
23 sure many of you have. My name is Anthony Wallace. I
24 am a local right here in Whatcom County.

25 I'm not going to talk about how long I've

1 lived here or how much I love the area, even though I
2 do.

3 But what I want to talk about was a piece of
4 mail that I actually got a couple weeks ago slid in
5 with the campaign mail, that I'm sure some of you guys
6 saw as well.

7 The problem I had was this little piece of
8 mail was anti-coal, which is perfectly fine. The
9 problem I have with it is that it states right on
10 there in it that I live within one mile of the line,
11 the rail line, one mile away from where all this is
12 going to happen. And asked that I simply sign my
13 name, tear it off, and send it in.

14 Well, the problem with that is they
15 obviously have my address, and I live a whole heck of
16 a lot more than a mile away from the rail line.

17 My biggest thing is is if you are going to
18 argue this, argue it and be honest. Don't try to get
19 people to commit fraud in order to further your cause.
20 You completely weaken everything that you have to say
21 when you lie, lie overtly, and make black or white
22 statements and think you like that.

23 Go ahead, raise them up. I don't have a
24 problem with it. Put them all up.

25 How many of you guys have been to West

1 Virginia and seen what a real coal mine looks like.
2 Good. So then you guys know, to be intellectually
3 honest, that this is very different than what they're
4 proposing about putting in, and I expect you guys to
5 argue from that standpoint; be honest about it.

6 Because the fact of the matter is is that,
7 well, not enough people are out there checking the
8 facts. And if you guys started doing that then you
9 could argue using the facts and possibly win some
10 people over. Even if I was on the fence, I wasn't
11 after the point that I was lied to. And that's
12 something that you guys need to evaluate when you
13 write checks to these people that are supposedly
14 furthering your cause.

15 Thanks and have a good one.

16 oo-oo-oo

17 DAVE JOHNSON: Hi. I'm Dave Johnson. I
18 live in Arlington, in Snohomish County.

19 And wow, look at all of you. You are the
20 movers and shakers in this community. And whatever
21 side you are on, whatever color shirt you are wearing,
22 I share most of your concerns.

23 I can tell you I was a building trades
24 craftsman, I still do it after more than 40 years. I
25 have worked in the nuclear industry for the last ten

1 years. I've worked on the cleanup at Hanford and I
2 know that these really difficult environmental issues
3 can be dealt with.

4 And I've read Gateway's proposals and I'm
5 impressed by them. That's not to say that your
6 concerns aren't valid, they are, and it takes
7 vigilance. If this project is approved, it will take
8 your continued vigilance, all of us. But this can
9 work.

10 The economic impacts have, I think been
11 greatly understated. The payrolls and the money spent
12 on vendors, the money spent for environmental
13 remediation and containment, all translates into
14 dollars spent here in the county and in the state and
15 in this country.

16 And I think that we just need to pull
17 together. Hopefully this, from my perspective, that
18 this is approved.

19 And I know that we have traffic
20 considerations as well. And I would hope our elected
21 representatives can get together from the various
22 jurisdictions and come up with a regional plan that
23 addresses issues in Edmonds as well as Bellingham.
24 Well, enough said.

25 Thank you.

1 oo-00-00

2 JEREMIAH RAMSEY: Hello, Whatcom County. My
3 name is Jeremiah Ramsey. I live in Sudden Valley.
4 I'm 18 years old. And I strongly support Gateway
5 Pacific Terminal.

6 I would like to, to start out this speech,
7 make three points first of all.

8 One, that there is a problem.

9 Two, that it's a very important problem.

10 Three, that Gateway Pacific Terminal fixes
11 this problem.

12 First of all, we need jobs. Do we all agree
13 on that? I think we do.

14 Second of all, is this an important problem?
15 I think you all agree it's a very important problem.

16 Third of all, in this speech I would like to
17 argue that Gateway Pacific Terminal fixes this
18 problem.

19 Before I go into that though, I would like
20 to bring up the points that the people who oppose
21 Gateway Pacific Terminal bring up. They say that it
22 will be harmful to the environment and to human
23 health. I would like to ask the people of Whatcom
24 County to look at the sources of where you find this
25 information. Often it is a result of

1 anti-industrialism and anti-commercialism.

2 I've just lived in Bellingham for one year
3 so I don't know all that much about the history. But
4 if I understand correctly, the Guide Meridian was
5 extended north so that it will be developed, but
6 regulations have restricted that so it's become
7 extremely difficult to develop that area.

8 This is a result of the anti-industrialism
9 and anti-commercialism that is rampant.

10 Now, even if all of this is true, I would
11 argue that human livelihood is more important.
12 Gateway Pacific Terminal will create jobs, jobs will
13 create wealth and human livelihood, and wealth and
14 human livelihood will lead even to the fixing of
15 environmental problems. They may be right in saying
16 that Gateway Pacific Terminal will cause environmental
17 problems, but Gateway Pacific Terminal will fix those.

18 Thank you.

19 oo-00-oo

20 RON PENNER: My name is Ron Penner. I live
21 at Lakewood Drive here in Ferndale.

22 I would like to speak to the committee in
23 regards to this proposal. I grew up in the midwest
24 and my home was about 500 feet from a railway line, a
25 main major railway line. Probably every hour there

1 was a train coming by there, and I can tell you that
2 it was a pleasant place to live. We enjoyed living
3 there.

4 As a matter of fact, we saw grain coming by,
5 we saw lumber coming by on those trains, we saw coal,
6 we saw it all. It was a very major part of our life.
7 I think it was a great place to live. As a matter of
8 fact, my mother just passed away at age 99, three
9 years ago; it's not a huge health issue for them.

10 Second part that I was going to mention is
11 that it would be good for us to look across the border
12 into Canada. If you go 20 miles north of here, 30
13 miles, there is probably four million people living
14 there. It's the fastest growing part of Canada.
15 There are millions of people coming into that area
16 from other parts of Canada and from other parts of the
17 world. If you go up there, you'll take a look at it.

18 In that area which is very heavily
19 populated, you'll see coal trains coming right through
20 there, coming from Tumbler Ridge, British Columbia,
21 coming to this coal mining loading facility over here;
22 and it has been a large part of their community for
23 years. It would be good to take a look at that,
24 because that's one of the alternatives they're going
25 to be looking at that goes right through a population

1 area that's probably ten times the population that we
2 have here.

3 The third thing is that every area has
4 advantages. We have an advantage in that we live on
5 the west coast; that's why we have the refineries
6 here. And one of the advantages is that we have the
7 closest port available to get to China. We all buy
8 things from China. What do we sell to China? We
9 worry about the balance of payments; we are buying a
10 lot of things from them, what are we selling to them?

11 Thank you.

12 oo-oo-oo

13 JEREMY BERT: Hello. My name is Jeremy
14 Bert.

15 Thank you gentlemen and lady -- I thought
16 she was down there. Okay, I missed it. Excuse me.
17 Thank you gentlemen. Thank you all for being here
18 whatever side you are on.

19 I'm here in support of the Gateway Terminal.
20 My connection here is that I have been in the maritime
21 trades for over 40 years. I'm a retired sea captain
22 from Matson Navigation. I'm a member of the
23 International Organization of Masters, Mates & Pilots,
24 the Sailors' Union of the Pacific, and also I used to
25 work for the National Cargo Bureau doing draft surveys

1 on wood chip ships when Georgia Pacific was still in
2 operation.

3 I've got a couple of comments. Number one,
4 I think we need to look at the big picture. And it's
5 not only creating jobs here in Whatcom County, but
6 it's creating jobs elsewhere in the United States.
7 Our economy is in terrible shape right now. We need
8 more jobs, 2500 jobs.

9 Also, another point that I want to make is
10 that I've worked very closely with SSA in Oakland, in
11 Point Long Beach, Los Angeles, and in Seattle. I have
12 worked with SSA and they have a very good
13 environmental record that I've seen. I've seen them
14 prepare for all emergencies and I just want to give a
15 plug for them here. They're a good organization and I
16 really enjoyed working for them as a professional
17 mariner.

18 Thank you.

19 oo-00-oo

20 JOAN AL: Joan Al. Whatcom County.

21 I just wanted to say that if you are
22 concerned about the environmental impact of the
23 Gateway Pacific Terminal, I strongly recommend that
24 you go on their website because the technology they
25 are using is really dynamic, as far as preventing any

1 kind of environmental damage.

2 I also want to say that jobs are really
3 important and not everyone can work for the
4 government. Government jobs are paid for by taxes.
5 Somebody has to pay those taxes.

6 Thank you.

7 oo-00-oo

8 PAUL WESTBY: My name is Paul Westby. Janie
9 gave me an extra five minutes because I've waited so
10 long. Thank you, Janie.

11 I'm really nobody. I don't have any
12 credential to speak of to give me the opportunity to
13 be here. My name is Paul Westby; I said that. I live
14 at 2451 Grandview.

15 I hear the trains and I hear the trucks. My
16 bedroom is 60 feet from Grandview Road. I love that
17 sound. I really do. It's quiet at night, but I hear
18 the trains in the evening. I know when the 9:30
19 Express passenger train goes by to Canada. I see the
20 other trains that haul coal. I look at the jobs; I'm
21 appreciative.

22 What I do have to say is I was conceived in
23 Bellingham, Washington. I was born there. I worked
24 at Intalco; it provided for my family. And I helped
25 my mother with her meager income.

1 My wife's uncle served during World War II.
2 His name is on a plaque at the Veteran's Memorial
3 Park. Our son served in Iraq, Camp Fallujah, with the
4 Marine Corps, Delta Company. He had to go to Eastern
5 Washington to get a job.

6 I see a lot of red shirts here and I respect
7 your opposition, but please respect mine. It does
8 bother me when my children don't have the opportunity
9 to work here. If this great nation does not have the
10 technology to safely build a port to safely ensure
11 that there is no dust coming off the trains, then
12 we're all in trouble.

13 oo-00-oo

14 TOM WILLIAMS: My name is Tom Williams. I
15 live in Everson, Washington; lifelong Western
16 Washington resident.

17 Thank you for this forum and thank you for
18 bringing forth this project. I'm in support of this
19 project and I'm confident this project can be
20 compatible with the environment.

21 My family supports this project and we will
22 promote it every way we can.

23 I believe that energy; such as coal, oil,
24 nuclear, and other sources is the key and primary
25 means to provide food, water, comforts, health care,

1 longevity, and the optimal standard of living for all
2 the entire human race. Individual freedom and the
3 free flow of energy are the greatest needs to reduce
4 human suffering. I want this project for our children
5 and all our posterity.

6 As a scoping comment regarding the adverse
7 effects, I'd like an EIS element to be the effect on
8 humans. In the EIS I would like included a study of
9 what will happen to our community, the county, and the
10 nation if the radical environmental movement continues
11 to crush projects that involve fossil fuels, crushing
12 our growth and opportunity here in the United States.

13 Thank you.

14 oo-00-oo

15 RICK BENDER: My name is Rick Bender.

16 I live in North King County, however both my
17 son and daughter graduated from Western Washington
18 University.

19 My son wanted to live up in this area, but
20 he couldn't find a family wage job so he ended up
21 going down to Seattle and got a great job down with
22 the Port of Seattle.

23 Throughout my career I've been fighting for
24 family wage jobs, and that's why I strongly support
25 this project. I am a former President of the

1 Washington State Labor Council. I used to represent
2 over 400,000 workers of this State. I was also a
3 Legislator for 18 years and fought hard to protect our
4 environment, but also to create good family wage jobs.

5 Ladies and gentlemen, we cannot make it on
6 service sector jobs in this economy. We need
7 industrial, we need manufacturing jobs, otherwise
8 we'll continue to see the cuts on our social safety
9 network.

10 I'm a progressive. I strongly support
11 Social Security and Medicare at the Federal level, but
12 we see the attacks on those programs. I'm tired of
13 seeing cuts in higher education, K-12, and social
14 services.

15 Ladies and gentlemen, we need these family
16 wage jobs.

17 Thank you.

18 oo-00-oo

19 LAURIE SANTANGELO: Hello. My name is
20 Laurie Santangelo. I live in Custer. I hold a PhD in
21 natural health and I am very concerned about health
22 and the environment.

23 I would like to speak today on behalf of the
24 young people of Whatcom County.

25 My husband and I are farmers. We raise

1 organic, grass fed beef. For the past nine years we
2 have been fortunate to have had the help of some truly
3 wonderful young people to bring in our hay. Bucking
4 hay is dirty, hot and heavy work, but we have always
5 been able to find young people, mostly young men, who
6 have done an excellent job and taken great pride in
7 that job well done.

8 Computers may be a large part of the present
9 and a greater part of the future, but not everyone is
10 suited to sitting at a desk developing code. Some
11 people are better suited and prefer physical work.
12 These people are just as deserving of jobs. Yes, we
13 have Intalco and the refineries, but we need more jobs
14 for these young people.

15 I have heard much about concerns about the
16 herring and their ability to return to their spawning
17 grounds. Aren't these young people just as deserving
18 of a chance to live and raise a family in the county
19 where they were born?

20 I understand the concerns about pollution,
21 both global and local, but I am a realist. The fact
22 is China and India burn coal and will continue to do
23 so. Not building the Gateway Pacific Terminal will
24 not stop that. Not shipping U.S. coal will not stop
25 that.

1 The United States may sit on one-quarter of
2 the world's coal reserves, but that means that
3 three-quarters of the world's coal reserves are in
4 other countries; countries that may or may not share
5 our commitment to a cleaner environment.

6 Coal will be shipped to Asia from somewhere.
7 I believe that it can be shipped in a clean and
8 environmentally responsible way, but the only way to
9 ensure that it is done in a responsible manner is to
10 do it ourselves.

11 At this time, in light of our nation's
12 current economic crisis and concerns over global
13 climate change, it would be grossly irresponsible for
14 us not to move forward with this project that will
15 create jobs, stimulate our economy, and ensure that
16 the cleanest possible coal is supplied in the most
17 environmentally possible way.

18 oo-00-oo

19 STEVE KOCH: My name is Steve Koch. I live
20 at 2620 West Crestline Drive, Bellingham, Washington.

21 I'm in favor of this project. And we've
22 been working on it for about 20 years now it seems
23 like. This spot was actually identified by the U.S.
24 Corps of Engineers in the mid 60s as the optimum spot
25 for a deepwater port on the entire west coast. It's

1 been worked on for a long time; it's time we finally
2 moved forward with it.

3 The opportunities for this, as far as our
4 people in this county, it would provide tremendous
5 apprenticeship opportunities to get our young people
6 working, not to mention the family wage jobs, the
7 benefits that would come from this as far as the tax
8 base also. So we'd like to move forward with it and
9 we'd like a look at this project.

10 Thank you.

11 oo-00-oo

12 RICK POITRAS: My name is Rick Poitras. I
13 live at 6914 Holeman Avenue, which is about three and
14 a half, four miles from this site.

15 I'm here actually to speak about one of the
16 main things, the economic issues, the impacts that
17 this project will bring for our community.

18 We're looking at jobs and taxes that will
19 come in to our community here that we desperately
20 need. I think somebody stated earlier there is
21 approximately about 10,000 jobs lost in Whatcom County
22 right now and we definitely need to work.

23 I'm a representative for the Carpenters
24 Union and I work for the Pacific Northwest Regional
25 Council of Carpenters. We cover five states; which

1 includes Montana and Wyoming.

2 We have got a lot of members that work out
3 at the coal strip, and a lot of that coal is going to
4 be coming out of coal strip in Wyoming.

5 Another impact that you need to look at, or
6 an issue that can be raised -- arise from this is
7 trains, the train traffic. We'd be more than glad to
8 build trestles and overpasses to get those trains
9 across the intersections.

10 As far as the facility, the maintenance, we
11 definitely need the construction jobs and also the
12 maintenance jobs directed on those facilities.

13 And please keep it site specific.

14 oo-oo-oo

15 DAVID CULVER: My name is David Culver. I
16 live 2.8 miles from the proposed coal terminal at
17 Cherry Point.

18 I want you to study how far coal dust
19 travels when being blown by the wind and what would be
20 required to be built to absolutely guarantee that no
21 coal dust could be blown from the 80 acres of coal
22 piles at the proposed terminal site.

23 The reason I want you to study the risk of
24 coal dust being carried away by the wind is my story.

25 My wife and I moved here in 2006 and started

1 a five and a half year project to build an
2 environmentally friendly solar home by ourselves to
3 live in. Our home does not rely on fossil fuels for
4 heating and it is now complete.

5 We grow vegetables in our organic garden for
6 our own consumption. We make a point to stay active
7 and eat a vegetarian diet to prolong our health.

8 Now, our personal health, as well as that of
9 our neighbors and the health of animals and fish in
10 and around the Cherry Point Aquatic Reserve, is being
11 threatened by wind-blown coal dust from the proposed
12 Gateway Pacific Terminal.

13 The American Cancer Society states that Coal
14 causes cancer in humans. Coal contains Arsenic, Lead,
15 Mercury, Uranium, and other heavy metals. Coal and
16 coal dust is toxic to any living thing.

17 This is a picture of the Westshore Coal
18 Export Terminal located just north of here in
19 Tsawwassen, B.C. This terminal emits 715 metric tons
20 of wind-blown coal dust each year.

21 This toxic threat is not acceptable. If
22 wind-blown coal dust cannot be eliminated, then there
23 is no mitigation possible. Only one answer is
24 acceptable, and that is a guarantee of absolutely zero
25 wind-blown coal dust.

1 Thank you.

2 oo-00-oo

3 COLIN VanASSCHE-KOLB: Hello. My name is
4 Colin VanAssche-Kolb. I live at 5581 Second Avenue in
5 Ferndale.

6 I'm concerned with three things related to
7 the coal trains and terminal at Cherry Point; air
8 quality, pedestrian safety, and emergency response
9 times.

10 First, our air quality will be diminished
11 from coal dust and diesel fumes -- diesel fumes
12 actually more than coal dust -- putting people like
13 myself and anyone with respiratory weakness at risk.

14 Second, the number of railroad crossings in
15 any community like Ferndale is a safety hazard to
16 people like myself and anyone -- to pedestrians and
17 vehicles, and the increased train traffic will only
18 multiply those risks.

19 Lastly, Downtown Ferndale is an old
20 community with many historic wooden structures that
21 can burn down quite rapidly. We had an example of
22 this several years ago when the Ferndale Boys and
23 Girls Club in Pioneer Park was substantially damaged
24 in a fire. The response time was twelve minutes; that
25 is without trains in the way. I know this because I

1 live in the street literally right across from Pioneer
2 Park, and the person that lives in my household
3 actually called 9-1-1 for the fire they noticed.

4 Our downtown fire station is on the other
5 side of the railway and will be blocked by trains to
6 the south and to the east. This could potentially add
7 up to ten minutes as they work to move around a train
8 that is currently in transit.

9 We also, on that note, have a fairly
10 significant elderly population. There is a community
11 center also in Pioneer Park. And the kind of delay
12 for calling an emergency for an elderly person --

13 Thank you for your time.

14 oo-oo-oo

15 LAURITA WHITFORD: Hi. I'm Laurita
16 Whitford. I live at 2463 Hilltop Road.

17 I have some concerns I'd like you folks to
18 look into. One has to do with vessel traffic. As I
19 understand it, and I may not understand it completely,
20 I think that's your job, there are about 850 large
21 ships coming in to the facilities that we have now.
22 And that in 2008 there was a traffic risk assessment
23 done, and they said that if there was as much as
24 17 percent increase in vessel traffic there would be
25 horrendous increase in marine accidents.

1 As I understand it, this proposal will about
2 double the amount of traffic coming in. And the ships
3 that are coming in are just about three football
4 fields in length. And I'd like you to look into
5 concerns about safety.

6 And what would happen if there were marine
7 accidents? As I understand it, there is about
8 10,000 tons of bunker fuel in these coal ships. And I
9 understand that's pretty hard to clean up. So I'd
10 like you to look at that.

11 Another thing I'm concerned about is the
12 site which is herring spawning grounds. Will
13 proceeding with building the port there destroy those?
14 And as I understand it also our Chinook salmon are
15 dependent upon those herring, and of course or
16 fishermen and our orca also, so I'd like you to look
17 at the impact there.

18 And one of my big concerns, because I live
19 about five miles away, is the coal stockyards which is
20 going to be huge. When the wind blows here, it blows
21 very firmly, and it spreads stuff all around. And
22 there is toxic chemicals in this. What is it going to
23 do to my organic garden? What's it going to do to the
24 water?

25 Thank you.

1 oo-00-00

2 BRAD FROST: I'm Brad Frost.

3 I'm a fourth generation Whatcom County
4 resident. And during the scoping process I would like
5 to see the studies done within the guidelines; whether
6 they be local, state, federal; no more, no less.

7 Also urge this committee during the scoping
8 process to be expeditious, as well as thorough.

9 And one more thing, for every job created
10 directly out there, there could be four to five jobs
11 created indirectly, and that should also be considered
12 in this study.

13 So thank you for your time and
14 consideration.

15 oo-00-00

16 RALPH DAVIS: Hello. My name is Ralph
17 Davis.

18 I'm a construction worker in this community.

19 I would like the scoping committee to look
20 at the effects if we don't build this on our railroad
21 traffic.

22 There is a lot of talk about Canada building
23 their ports to be larger, and trains are still going
24 to be running through this community. To me the worst
25 thing that could happen is we don't build this, watch

1 the trains coming through, do not have tax revenue or
2 the jobs because we were shortsighted to see what
3 Canada was doing if we don't do this.

4 Thank you.

5 oo-00-oo

6 MIKE KENT: Mike Kent. I live at 5370
7 Nootka Loop in Birch Bay.

8 I want to speak specifically to the scoping
9 process. I don't think there is really much
10 difference of opinion in this audience. I think
11 everyone has universal concern for the environment and
12 the place in which we all call home.

13 I would ask two things, that you would not
14 confuse the ability to control more people coming to
15 take jobs and commerce with the environmental impacts
16 specific to this project.

17 In the scoping process I would hope that you
18 would include the result, if in the event the terminal
19 is not built, the potential for more coal to go to the
20 Canadian terminal, which obviously is substandard, is
21 highly polluting. And the photographs around the room
22 that show the cloud, I believe that is for the most
23 part accurate. I don't want those particulate
24 emissions to continue to come into Whatcom County and
25 would only be escalated as a result of us missing an

1 opportunity to create a good example on handling the
2 coal correctly.

3 oo-00-oo

4 MICHAEL GALLEGOS: Good evening. Michael
5 Gallegos. I live in Bellingham; I've lived in Blaine;
6 I've lived in Ferndale, I've lived in Sudden Valley.

7 I want you to know that the GAO yesterday
8 announced in a report that the current U.S. coal
9 capacity will not diminish until the year 2035 from
10 its current condition. I don't like that, but that's
11 just the way it is.

12 Some of us didn't like the Japanese building
13 cars. I didn't like it, but that's the way it is;
14 from the Japanese building those cars to what we
15 produce today in cars. One-third of every vehicle is
16 here in the United States of America.

17 38 percent of the power in Bellingham is
18 coal. If you have the opportunity, like I did, to
19 knock on close to 10,000 doors for this project, you
20 would understand that overwhelmingly everybody outside
21 of Bellingham is about 80 percent in favor of the
22 project. You may not want to hear that, but that's
23 the facts. I know, because I did the knocking. I did
24 the doorbell, okay.

25 Sumas, Lynden, Nooksack, Everson, Ferndale,

1 Blaine. Don't forget you have neighbors outside that
2 are not here. It's an overwhelming, overwhelming
3 let's build that terminal for jobs.

4 I've looked in through the faces of the
5 people that did not have those jobs in wealthy
6 neighborhoods, middle class neighborhoods, in
7 apartments, in Bellingham, and we've seen the need
8 that they have. I don't understand how we can't go
9 forward.

10 Here we have a project. This is not the
11 Westshore project. Base the facts on this here.
12 Apples to apples, not apples to oranges.

13 I believe we have an opportunity, as you may
14 have heard me say before, to be an example for the
15 world with this project.

16 oo-00-oo

17 WALTER CHANNEL. Good evening. My name is
18 Walter Channel. I am a lifetime resident of
19 Bellingham. I went to Western. I grew up and went to
20 Geneva.

21 When I graduated from Western I had a hard
22 time finding work, and like a lot of my classmates I
23 moved down to Seattle because there is not a lot of
24 opportunity here. You guys kicked GP out. Where are
25 people supposed to go to find work, family wage jobs?

1 Not everybody can work for the State.

2 I got a job working for a technology company
3 in Bothell. I moved back to Bellingham and at a huge
4 financial cost. I was commuting to Bothell for about
5 a year. I was fortunate enough to know somebody who
6 got me a job here locally, because that's how the
7 local economy works. If you don't know somebody,
8 there aren't jobs for you here in this community.
9 It's a sad but true thing.

10 I was lucky enough to grow up here. No
11 regrets for that. I just think it's sad there isn't
12 more like the GPT. We need this, we need this badly.
13 You guys can't see this.

14 I just also want to state that I find it
15 interesting that trains have been going through
16 Bellingham for a long time, they've been carrying coal
17 for a long time and other things, and no public
18 outcry. Where was it? I don't hear anything.

19 And then you guys want to build a terminal
20 and you guys pop up and you want to fight it. I just
21 don't understand. It makes no sense. Your math
22 doesn't add up. Please, we need the jobs. And we
23 have a community that needs working wage families.

24 Thank you.

25 oo-00-oo

1 RONNA LOERCH: Ronna Loerch. I live in
2 Everson.

3 And to answer this gentleman's question; we
4 know more today than we knew then.

5 So thank you. Most of the statements before
6 me did not address scoping or significant impacts.
7 There are many, many people out here in the audience
8 with questions and I'm asking them to hold them up
9 now. Those people will not be allowed to speak.

10 Ladies and gentlemen, I stand before you to
11 ask you to include the following impacts of the
12 proposed Gateway Pacific Coal Terminal. Because each
13 molecule of water and air is connected to each other,
14 I am asking that you expand the scope of your
15 Environmental Impacts to study the impact of this
16 project on the planet.

17 With this broader scope in mind, I ask that
18 you study the impact of how many tons of carbon
19 dioxide will be added to the earth's atmosphere each
20 year from this shipped coal.

21 After studying how many tons of carbon
22 dioxide will enter the earth's atmosphere from this
23 burned coal, I ask you to study the impact this
24 release of CO2 will have on the global temperature of
25 our planet.

1 Given that CO2 is taken up by the water
2 which then leads to acidification of the water, I ask
3 that you study the impact of this acidification on the
4 ability of creatures living in the sea to survive.

5 I ask that you study the impacts of coal
6 dust from the mountains of coal to be stored on site.

7 I ask that you study the impact of runoff
8 from the local site on the added mercury and
9 acidification of local waters in terms of survival of
10 the local species, namely herring which is already
11 threatened.

12 I ask that you study the impact that the
13 coal terminal's massive demands on the Public Utility
14 District's water means for agriculture and for the
15 city of Ferndale.

16 Finally, let me say that the fossil fuel
17 industry has gone rogue. Their business plan is to
18 wreck the planet for as much short term profit as they
19 can muster.

20 oo-00-oo

21 TERRY WECHSLER: My name is Terry Wechsler.
22 I live in Bellingham.

23 And I want to talk about the facts; in this
24 case water.

25 Bellingham has great water because we divert

1 all we need from the Middle Fork of the Nooksack River
2 to Lake Whatcom. We get melting glaciers and snow
3 pack. Ferndale used to drink glacier water; now you
4 drink groundwater, and from what I hear, you don't
5 like it so much.

6 Pacific International Terminal claims they
7 are going to use a state-of-the-art dust and fire
8 suppression system for that 80 acre coal pile. That
9 system requires water, 1.9 billion, with a B, gallons
10 of water a year from PUD. The Project Information
11 Document, or PID, averages it to 5.3 million gallons a
12 day. To put that in context, that's more water than
13 Ferndale uses. That's about half of what Bellingham
14 uses. It's a third of the water PUD currently
15 supplies to six industries and 50 irrigation customers
16 in the Cherry Point area.

17 The PID describes a system that will use
18 less water when it rains, more in the summer dry
19 months. And, of course, the Nooksack has its lowest
20 flow in the summer. According to a study done by a
21 professor at Western for her master's thesis -- and
22 I've given you the citation -- because of the effects
23 of global climate change on the Nooksack, summer flow
24 in the Middle Fork could decrease by over eight
25 percent in the future.

1 The EIS must consider future water resources
2 based on changing climate scenarios and determine how
3 GPT's state-of-the-art dust suppression system, that
4 depends on our best water source, would impact this
5 region's homes, farms, and industries in the worst
6 case scenario over the proposed life of this terminal.
7 And if I lived in Ferndale, I would specifically ask
8 whether it will ever be possible for PUD to supply
9 your water in the future if the largest coal terminal
10 in North America were competing with you.

11 Thank you.

12 oo-oo-oo

13 HUMPHREY BLACKBURN: Humphrey Blackburn. I
14 live in Custer near the Custer Spur and downwind from
15 Cherry Point.

16 I have taken time off from work to address
17 these important issues.

18 I am concerned about the health and
19 environmental effects of wind-blown coal from export
20 terminals.

21 I am concerned that regular high winds will
22 make dust control unpredictable at Cherry Point.

23 I am concerned that GPT has contracted to
24 use five million gallons per day from the Nooksack for
25 dust and fire control.

1 I am concerned that multiple climate models
2 predict Nooksack summer flows will be down 20 percent
3 in 2025 when GPT would be at full capacity, and down
4 40 percent by 2075.

5 I am concerned that summertime water draw to
6 suppress dust will be at maximum when river flows are
7 at their lowest.

8 I am concerned low flows in the Nooksack
9 will result in saltwater intrusion into the estuary
10 and local aquifers, and that this is exacerbated by
11 non-recyclable draws by GPT.

12 I am concerned that actual draws to control
13 dust will increase due to rising summertime
14 temperatures this century.

15 I am concerned that all this water is lost
16 to the local system due to evaporation.

17 I am concerned that multiple variables make
18 it impossible to predict how much water is needed to
19 suppress coal dust at Cherry Point.

20 I am concerned that saline water intrusion
21 will be costly to treat and not suitable for
22 agriculture.

23 I am concerned that we make prudent
24 decisions about industrial activity in a time of
25 diminishing water resources.

1 I am concerned in coming years we will be
2 competing with GPT for freshwater.

3 I am concerned that GPT will attempt to pay
4 low fees or fines in lieu of mitigating dust control.
5 We can't allow the regulatory agencies to allow this.

6 I am calling for a four season, preferably
7 longer, pilot study, on site, to determine real world,
8 not hypothetical, water use requirements and dust
9 control efficiencies.

10 I expect that a permit will be denied if GPT
11 cannot demonstrate acceptable dust control through a
12 pilot.

13 I recommend we all examine whether we want
14 long term commitments with consumptive, polluting,
15 industrial neighbors whose product, coal,
16 contributes -- blah, blah, blah.

17 oo-oo-oo

18 DALE SPURRELL: My name is Dale Spurrell. I
19 live at 3988 Aldergrove Road.

20 I can throw a rock from my place to where
21 this terminal is going to be. I am not a nimby. They
22 want to build a terminal there, that's fine, build a
23 terminal there, but don't build it for coal. Coal is
24 a ruination of this planet, has been for the last
25 hundred and some odd years.

1 Now, question for this panel. Alternatives.
2 Has Aberdeen been considered? If it's been let out;
3 why?

4 You're taking the trains right through the
5 most populated part of this state right up Puget Sound
6 where everybody -- I would say 80 percent of the
7 people in this state live. Why right up the corridor?

8 There are three streams. You're less than,
9 I would say, a quarter of a mile from Lake Terrell,
10 which is a sensitive area. There is three streams in
11 this property. There is wetlands, sensitive wetlands
12 in this property.

13 It's a rubber reef for not only Pileated
14 Woodpecker, but the Great Blue Heron. Have they been
15 considered? Because I tell you what. Once these
16 places are gone, they're gone forever. You start
17 planting coal on top of a nesting ground or a rookery,
18 and it's gone forever.

19 GP was lost to this area because the people
20 of Bellingham and the wonderful mayor made it so
21 difficult for them to stay here that they left. Now,
22 there is the jobs we've lost.

23 I know, it's my time.

24 oo-oo-oo

25 JULIE TRIMINGHAM: My name is Julie

1 Trimingham.

2 I'm a fourth generation Whatcom County
3 resident. My husband and I feel blessed to be raising
4 our child in this beautiful, safe, and healthy place
5 we call home.

6 The coal in the Powder River Basin is cheap
7 and plentiful. There is a lot of money to be made by
8 the owners of the companies that would mine, haul, and
9 ship that coal to China. That's why this project is
10 being proposed. But BNSF, Carrix, Goldman Sachs, and
11 Peabody Energy don't live here. They don't breathe
12 our air, they don't cross our train tracks, they don't
13 fish our waters or farm our lands. They don't love
14 our children.

15 It's a shame that promoters of the coal port
16 have tried to divide and conquer our community. They
17 have tried to make us choose between jobs and the
18 environment. This is a false dichotomy. It is unfair
19 and inaccurate.

20 We live in the Pacific Northwest, where our
21 economy has always been tied to the environment. We
22 are fishers, farmers, and foresters. We have tourism,
23 education, health care, innovative manufacturing and
24 high-tech. These are economies that complement our
25 natural resources.

1 We are rightly known for outdoor splendor
2 and an excellent quality of life. Our long-term
3 prosperity and security have always come, and will
4 continue to come, from us making the most of our
5 regional strengths, not by diminishing them.

6 Our greatest asset is this place. In an
7 increasingly dirty and crowded world, the Northwest
8 remains relatively clean, quiet, and beautiful.
9 Becoming a coal corridor would radically change this
10 place and the ethos of this place; our regional
11 identify.

12 Some adverse impacts can never be fully
13 mitigated. How would the coal port permanently affect
14 this place we all call home? And, if we are to be
15 responsible, we must also consider the impacts this
16 project would have on homes all along the coal
17 transportation corridor.

18 Further, if we are to be moral, we must
19 acknowledge that coal export serves only to feed coal
20 combustion, and coal combustion is costing us all,
21 it's threatening the place we all call home. Please
22 scope not only rigorously but broadly.

23 Thank you very much.

24 oo-00-oo

25 STEVE McMINN: Steve McMinn. Bellingham.

1 I would like the EIS to study the cost to
2 the tourism industry in Whatcom County and in the
3 entire coal transport corridor.

4 A year ago my wife and I, along with three
5 other couples, bought the Willows in on Lummi Island
6 because it was going out of business and because we
7 believe that a healthy economy is integral to a
8 healthy community.

9 Tourism is the economic driver on Lummi
10 Island. The Willows, which includes the Beach Stork
11 Cafe, employs 55 people in peak season. The Willows
12 has been featured in outlets like the New York Times,
13 the Boston Globe, the Wall Street Journal. People
14 come here from around the world to visit, dine, and
15 experience a slice of quintessential Northwest. And
16 when they come, they spend.

17 Tourism is a big business in Whatcom County
18 providing over 5,000 jobs and bringing in over
19 \$550 million in visitor spending. The Willows is just
20 a drop in this bucket, but the impacts of the proposed
21 coal port would have a direct effect on us.

22 Unpredictable delays at the grade level crossing at
23 Slater Road would make catching the ferry uncertain.

24 Dust blown from the coal heaps as the
25 Westshore in Tsawwassen, would coat the surrounding

1 area.

2 900 yearly transits by vast, noisy ships
3 just a mile offshore, each ship spewing diesel
4 pollution equivalent to thousands of vehicles, would
5 doing nothing to encourage tourism.

6 The whole Northwest is an increasingly
7 popular destination. Truly it is one of the last best
8 places. And with climate change and its attendant
9 draughts and super storms upon us, it is also an
10 oasis, one that people will be even keener to visit in
11 the future.

12 Times are hard, but we in Whatcom have many
13 good jobs already, jobs in tourism, as well as in
14 other industries, and we can make more. Let's not
15 compromise our existing jobs, let's not cannibalize
16 our robust and diverse economy to make a coal dump.

17 Thank you.

18 oo-00-oo

19 JAY JULIUS: Good evening. Jay Julius.

20 I represent Lummi Nation, 5,000 plus
21 members. I'm a council member. And Lummi Nation is
22 strongly opposed to the development at Cherry Point.

23 Xwe'chi'eXen is the original name of Cherry
24 Point. Xwe'chi'eXen is a 3,500 year old village
25 documented by Washington State. Flagged by Washington

1 State as a cemetery. There is no question about it.
2 Not part of it, not just 45WH1, 45WH83, and 45WH4
3 where this proposed coal port is going, which are all
4 three eligible for the National Register, but all of
5 it is flagged as a cemetery. And that has to come
6 into consideration here.

7 So again, we demand a study on the spiritual
8 and soul impacts it's going to have on 5,000 plus
9 people. And you can use the digging up of 500 plus of
10 our ancestors' bodies up in Blaine at the Semiahmoo
11 Project. Study the impacts of that. And I really
12 encourage you guys to consider; as a crow flies
13 two miles away is where Semiahmoo is. This is an
14 ancient village. This is a cemetery and that has to
15 be considered.

16 You know, I know they bulldozed over 45WH1,
17 I know it's a state crime, and we want -- we expect
18 the state to uphold the law, and we haven't seen it.

19 Tree rights. Supreme law of the land,
20 according to the constitution, Article Six. What are
21 the impacts from pulling out that much water to the
22 fish. It is our Treaty and it is our right. It's not
23 a privilege for us to fish, it is a right. That is
24 who we are.

25 How many of you know where your

1 great-great-great-great-grandfathers were buried? All
2 of mine are buried here. I've been here for 37 years
3 and my family 3,500.

4 Thank you.

5 oo-oo-oo

6 ARLENE COLEMAN: Thank you all for being
7 here and show such an interest in your community. It
8 is really heart warming.

9 Now, my name is Arlene Coleman and I was
10 born in Nooksack. And we won't go into when that was,
11 but it's a while.

12 Now, I just have two items that I would like
13 to talk about, and they're about making an emphasis on
14 some areas that I felt are a little bit weak or
15 slipped over.

16 About two months ago, I wish I kept this
17 letter to the editor that was in the paper, I think he
18 was, yeah, he was flying over the Bay and he saw the
19 freighter out there, I suppose it was one of the
20 refineries or whatever, and he couldn't get over all
21 the junk that was coming out of the stacks there. And
22 so he flew over and he said the smell was just
23 breathtaking, not very good.

24 So I don't think we should soft pedal the
25 freighters too much, along with the oil spills and

1 things that can happen.

2 The second thing was, you know, I'm not
3 against jobs, I'm all for it. And if that place out
4 there is as good as we think it is, then we should be
5 all for it, providing they can meet the rules and
6 regulations that we're asking for.

7 Thank you very much.

8 oo-00-oo

9 STEPHAN MICHAELS: My name is Stephan
10 Michaels.

11 I'm a freelance environmental journalist.
12 I'm actually a member of the Society of Environmental
13 Journalists, and I tout this small section of my
14 resume to hopefully shore up that I've done a little
15 research before speaking with you.

16 I did speak at the last scoping hearing in
17 Bellingham about an Ecological Risk Assessment that
18 had been conducted for the Department of Natural
19 Resources in 1999. It concluded that added vessel
20 traffic from Gateway Pacific Terminal in tandem with
21 the traffic coming in and out of BP would inevitably
22 increase the risk of an oil spill. And that should
23 such a spill occur before or during the spawning, it
24 would have a catastrophic effect on the herring.

25 What I didn't have time to say is that

1 cumulative impact study of vessel traffic needs to be
2 studied now, during the scoping process, as stipulated
3 in the 1999 settlement agreement, so that you can
4 include it in your EIS.

5 Now, digging through the EPA website one
6 will find, when you look at the RTI page, that's the
7 mandatory reporting for polluters, you will find that
8 BP nearly doubled its toxic air emissions between 2002
9 and 2010, doubled in eight years.

10 Those chemicals, and there is about 18 of
11 them -- and I will supply you with this table and this
12 research -- those chemicals include benzene, xylene,
13 and toluene. These are nasty carcinogenic compounds
14 that we all get to breathe.

15 So the question posed by GPT is what happens
16 when that existing suite of chemicals, already being
17 disbursed into the atmosphere by BP, is combined with
18 all the diesel exhaust and particulates that will be
19 put into the air from the 18 trains a day with diesel
20 engines fore and aft and the 487 cargo sized vessels
21 that are spewing diesel into the air.

22 A cumulative impact study of those combined
23 chemicals must be studied because the people of this
24 community need to know what they'll be breathing.

25 Thank you very much.

1 oo-00-oo

2 MICHAEL RIORDAN: Hello. My name is Michael
3 Riordan. I'm from Eastsound on Orcas Island.

4 I'm here in part because I couldn't make the
5 meeting in Friday Harbor. And I have to say that
6 people on Orcas Island, as you realize, are most
7 concerned about the marine impacts of this project.

8 Also, I'd like to say that I do come from a
9 union family, and I recognize the need for jobs. So I
10 empathize with that too.

11 My background is in physics. I'm a
12 physicist from -- I have two degrees from MIT and I've
13 taught physics at Stanford and at the University of
14 California. I'm currently looking into the physics of
15 wind-blown coal dust, and you'll hear more from me in
16 that regard via other comments.

17 But let me say I've also been involved in
18 and studied major projects, some much larger than this
19 one, some of them painfully killed. So I know a lot
20 about projects and project management. And I know
21 what can go wrong in projects even with the best laid
22 plans.

23 So let me address that in my prepared
24 remarks. The process of loading 48 million tons of
25 coal onto nearly 500 bulk carriers per year is fraught

1 with potential dangers to the Cherry Point Aquatic
2 Reserve. Primary among them is the escape of coal
3 into these waters. Even if this loading is
4 99.99 percent efficient, close to 5,000 tons of coal
5 would be deposited into the reserve. It's
6 inescapable. It's just simple arithmetic. Do the
7 math.

8 If 99.999 percent efficiency could somehow
9 be achieved -- despite the inevitable operator errors,
10 equipment malfunctions, and the high winds
11 characteristic of Cherry Point -- almost 500 tons per
12 year would go into local waters. That corresponds to
13 the loss of one tablespoon of coal for every ton
14 loaded.

15 So I therefore respectfully ask that you
16 address the following questions in the Environmental
17 Impact Statement.

18 Based on actual experience at other coal
19 terminals operating with similar equipment, for
20 example the Westshore, what are the coal-loading
21 efficiencies that can be achieved? How much coal will
22 correspondingly be lost?

23 oo-00-oo

24 ANNE BOTWIN: Hi. My name is Anne Botwin
25 from Bellingham.

1 My husband and I both suffer from
2 respiratory problems and live about 200 yards from the
3 railroad crossing; which is very noisy already.

4 We are concerned about being blocked from
5 access because there is only one way in and one way
6 out for vehicles such as fire, paramedics, police, in
7 the case of an emergency. And there will be about two
8 hours a day that that thing will be blocked at the
9 height of the GPT development.

10 Just as important to us is the clean air and
11 water which will directly impact our health,
12 especially because of our existing respiratory issues.
13 Fine diesel particulate matter and coal dust from both
14 the trains that pass by us directly and also from the
15 cargo vessels contain benzenes, dioxins, lead,
16 cadmium, all sorts of terrible toxic things which are,
17 by the way, also strongly associated with heart
18 attacks, cancer, cognitive decline in children, even
19 autism. Thousands of people just like us live all
20 along the route, the railroad route, from Wyoming and
21 Montana to GPT.

22 I strongly urge that you use the power that
23 you have already from NEPA to examine these impacts
24 all along the train route. The coal dust problems
25 will probably be even worse for those living closer to

1 the Powder River Basin. Why do they have no voice?
2 Why are they not being considered? Their health, the
3 soil, the crops, the livestock, the air, the water
4 quality, all have to be considered.

5 Thank you.

6 oo-00-oo

7 PAUL BROWNLIE: My name is Paul Brownlie.

8 I am a local to Bellingham, but more
9 importantly I'm an American. And I believe that
10 America is the greatest country on earth.

11 We have fought numerous wars and many of our
12 own have perished in the name of the ideals that we
13 hold dear to ourselves and the American way of life.

14 It particularly sickens me that Peabody Coal
15 will export American resources to a country with an
16 oppressive communist government whose economic and
17 social politics go against everything Americans have
18 fought and died for.

19 If Peabody Coal begins exporting a dirty
20 energy product to China, then what would happen to the
21 ideals that we hold for ourselves? This is greater
22 than just us. This is greater than jobs. This is
23 about the ideals that we hold as Americans.

24 And more importantly, if this corporate
25 machine rolls over our voices and we are not heard,

1 what will we receive in return. What will our county
2 receive? What will our towns receive? And what will
3 America receive?

4 People my age and older than me are fighting
5 and dying in Afghanistan right now, some of them have
6 fought and died in Iraq; and do you want them to be
7 betrayed by you when you decide to export coal to a
8 country whose ideals go against everything America is
9 supposed to represent.

10 Thank you.

11 oo-00-oo

12 TERESE VanASSCHE: Hi. My name is Terese
13 VanAssche. I live in downtown Ferndale on Second
14 Avenue.

15 I am a civil engineer for the State, have
16 been for 25 years. I'm very, very familiar with the
17 formal EIS process and I am making online comments
18 that are detailed.

19 Today I came to speak because I want to
20 speak my heart for my sons, my daughter, my grandsons.
21 We need clean air. I have lived through economic
22 declines; I grew up in Detroit. They have green jobs
23 there now because they made that decision to have
24 clean jobs.

25 Mituake oyatsin. This is Lakota for we are

1 all one people.

2 I traveled through the lands of the Lakota,
3 Ojibwa, Crow, and Northern Cheyenne this summer.
4 Their Treaty lands are being desecrated by the strip
5 mining of coal. Their groundwater is polluted.

6 Where are the regulations stopping that? I
7 want to know that.

8 This coal needs to stay in the ground. It
9 is a future generation's legacy and it is not to be
10 burned in China.

11 Clean energy can be developed here in
12 Whatcom County. There are engineers; we're willing
13 and ready to do it.

14 I stand in solidarity with the Powder River
15 Tribes because their lands are being desecrated. I
16 stand in solidarity with the Lummi; they have no right
17 to desecrate their lands.

18 I wrote a quick song and I hope we have time
19 to do this, but I'm not going to sing it because I
20 just haven't practiced enough.

21 There's a war going on against us.

22 I woke up last night again to the sounds of
23 thunder.

24 Train wheels screeching on steel rails
25 again, and again, and again.

1 Will I ever sleep?
2 We choose - what future do we want?
3 Short-term profits for the few - over
4 long-term health of all of us - for our neighbors, for
5 our communities, our mother, our sacred mother.

6 No more!

7 Cause there's a war going on against us!

8 In this faithless society -

9 With no respect for you and I -

10 We are not just mere fools -

11 Cogs in their machines all day.

12 That sucks the soul out of everything.

13 They are killing us digging the coal holes
14 and stealing our energy futures!

15 They'll leave our hearts in black dirty
16 piles.

17 oo-oo-oo

18 JUDITH GREEN: My name is Judith Green. I
19 live in Bellingham.

20 I would like the EIS to provide the widest
21 possible analysis of Gateway Pacific's probable and
22 possible impacts, including the effect on greenhouse
23 gas emissions from the burning of U.S. coal in China
24 and other Asian countries.

25 I understand -- and this is the second point

1 here. I understand that the taxpayers would be
2 obligated to pay for upgrades of the infrastructure
3 used by the coal trains. I would like the EIS to
4 include a report of exactly where this money is going
5 to come from and from what other publicly supported
6 projects will suffer as a result. Are we talking
7 about roads, schools, emergency services? How is this
8 going to get paid for by us?

9 It would be the height of arrogance and
10 irony to have the citizens subsidize this project by
11 having to pay for these upgrades at the same time our
12 health and welfare are being compromised by the
13 shipping of coal to China. And the corporations are
14 reaping huge profits at our expense.

15 Please include the costs for cleanup,
16 abatement, and restoration the taxpayers would be
17 responsible for.

18 Other than the promise of jobs, what are the
19 benefits to the citizens? In the EIS, please examine
20 and provide us with a detailed report about what the
21 benefits might be, so we can have the real, true
22 facts, and not just the public relations claims of the
23 companies who will be reaping the profits.

24 It's my opinion that any one of the possible
25 impacts of this project; degradation of the air, land,

1 and water, locally, regionally, and globally, cannot
2 be mitigated, and is enough reason to deny permitting
3 for the project.

4 oo-00-oo

5 MICHAEL PETERS: Hello. My name is Michael
6 Peters.

7 I'm from Lummi Nation. I live on the Lummi
8 Reservation here in Bellingham. I'm a graduate from
9 Ferndale High School, so I'm a very strong citizen
10 here in Ferndale, very strong with jobs and
11 understanding what everyone -- you know, times are
12 really hard. I understand both sides of the story. I
13 think we all do.

14 But the one thing that I'm concerned about
15 is the scoping of the cluster of ships that are
16 already out there today, and added to the clusters of
17 ships that's already going to be added to what we're
18 going through already. I'm a lifetime fisherman,
19 commercial fisherman, crabber. Our people live off
20 the land. It's very important to us. It's our
21 traditions. It's our history, history of our
22 ancestors of what we -- what they have done and what
23 we are doing today. It still exists today.

24 I am here today and I'm representing my
25 people, and I'm representing all the Native Americans

1 that are affected from Montana to here, through the
2 Puget Sound. Voices that people that can't come up
3 and people; I'm representing these people.

4 I just want to take the opportunity to -- I
5 want you to scope the clusters of ships in the Point
6 Elliott Treaty of 1855.

7 Thank you.

8 oo-00-oo

9 RAIN FOREVER: My name is Rain Forever. I
10 live in Bellingham. I was raised in Ferndale.

11 I do not support the destruction of the
12 planet or building this terminal.

13 My comment is that social workers from CPS
14 often take low income children and put them in foster
15 care whenever they're able to. In CPS cases, by law
16 you are guilty until you prove yourself innocent.
17 Food stamps recipients are not going to get these
18 jobs. And most certainly single mothers whom CPS
19 preys upon are not going to get these jobs.

20 I would like you to study the impacts of
21 children being placed in foster care due to the
22 children getting sick from coal dust, and the parents
23 being blamed for those sicknesses; things like cancer
24 and other things that can happen.

25 This is also a global project and should be

1 studied as a global project; everything from the
2 Powder River Basin to China.

3 Thank you.

4 oo-oo-oo

5 KATHY: My name is Kathy (inaudible).

6 I'm from Lummi Nation.

7 I am a student in the native environmental
8 studies program. I'm a senior there doing my
9 traditional studies.

10 Right next to me I have my two bodyguards.
11 No; I have two very strong ladies standing next to me
12 that understand what we're going through as a nation.

13 I have to say there was one man that came up
14 here and said that he's not wealthy. Well, I am. I
15 have family, I have community, I have standards, I
16 have tradition, I have spirituality.

17 My people have lived in this area all of
18 their life, from the beginning of time. I'm seventh
19 generation in the Lummi Nation.

20 And I have to mention that I'm glad that Jay
21 mentioned this is a sacred site. We consider it a
22 sacred site. And it's not just Lummi people, it's all
23 the Salish people of this territory. You are going to
24 have to include the Stalham Nation, Saanich Nation,
25 the Scalam Nation, the Makah nation, all the people

1 that migrated that we come from; all of these people
2 are my relatives.

3 There is already a threat and a big impact
4 on the marine life. I'm a commercial fisherman, I've
5 been a commercial fisherman all my life, and I have to
6 change that life-style because it just diminished.
7 And so I am going to school to study native
8 environmental science and make a different impact on
9 what I can do.

10 And I'm not working either, but I understand
11 that not having the dollar in my pocket; but I do
12 understand the value of this land. And our property
13 values -- your property value is going to drop, not
14 just mine. It's going to affect our property value,
15 our health, our air, our water, all of the -- I just
16 want to say that -- I'm sorry.

17 oo-oo-oo

18 PAUL ANDERSON: My name is Paul Anderson.
19 I'm from Bellingham.

20 In 1999 the City of Auburn sued the
21 Burlington Northern Santa Fe Railroad to try to get
22 some of their expenses paid for four overpasses. It
23 eventually went up to the Supreme Court, and the
24 Supreme Court remanded it back down to the lower court
25 as accepting their decision that the railroads only

1 had to pay five percent.

2 So there will be no money other than
3 five percent coming from the Burlington Northern Santa
4 Fe Railroad to pay any of the overpasses for here.

5 And I just wanted to comment a little bit
6 about -- do you have to go to the bathroom back there?
7 You are waving your signs back and forth.

8 Anyhow, the City of Auburn has done, over
9 the past ten years, a series of overpasses and they've
10 paid a significant amount -- Mayor, I'm glad you are
11 here, because I'm concerned about where we're going to
12 get the money for Bellingham, Whatcom County, Skagit
13 County, to pay for overpasses.

14 There is a program called FAST down in --
15 it's called Freight Action Strategy for Seattle and
16 Tacoma. And they've spent \$568 million since 1998 in
17 improvements in overpasses for truckers going to the
18 intermodal sites.

19 Auburn recently, for a grade separation, has
20 spent -- will have to spend \$32 million.

21 In the City of Kent there is old South 228th
22 Street overpass that will cost \$20 million.

23 I'd like to have in the Environmental Impact
24 Statement an economic survey that shows how much we
25 will have to pay here. And the money that we're

1 getting out of the construction of this site will not
2 pay for these overpasses. The taxes that they're
3 paying is a duty that they have to pay, not a gift to
4 Whatcom County.

5 oo-00-oo

6 KEN KALIHER: My name is Ken Kaliher. I
7 live in Whatcom County just outside of Bellingham.

8 I would like to ask that the EIS study a
9 couple of concrete issues. First, the proponents
10 promise that this terminal's operation will bring in
11 millions of dollars in tax revenue.

12 I would like you to please study how much of
13 that revenue will actually go to local city and county
14 governments versus to the state. So how much will we
15 actually have flowing in to our local government,
16 schools, and other local services.

17 Second, please study how much of that
18 revenue, and probably much more, will have to be spent
19 on railroad and other infrastructure improvements,
20 which this project will make necessary, as very
21 effectively addressed by the previous speaker.

22 And third, please study how much property
23 tax revenues will be lost due to declines in real
24 estate values which will be caused by this project's
25 completion, if it were to be completed. Nobody seems

1 to be paying any attention to what's going to happen
2 to real estate values. Even the realtors who are
3 supporting this, I think may not be looking at the big
4 picture.

5 Another issue, please study how much water
6 this facility will demand to keep down the dust on its
7 80 acres of coal piles and where this water will come
8 from, and what this will mean for other water supplies
9 in the region. This was also very well covered by
10 another speaker.

11 Finally, many of the proponents who spoke
12 earlier, besides giving their opinions, also did call
13 for an economic impact study to study the full
14 economic impact. And I hope that your economic impact
15 study will look at the overall net job outcome if this
16 project were to be completed. Specifically how many
17 jobs it really will provide and how many it will cost
18 in failed development, the failure to attract people
19 to this region for all the reasons we all love and so
20 forth.

21 Thank you for your time.

22 oo-oo-oo

23 JOHN RIGGS: My name is John Riggs.

24 I'm a retired merchant marine officer,
25 citizen of Bellingham and the world. I am pro labor,

1 however I am anti coal.

2 My scoping comment regards ship's ballast
3 water management enforcement of existing regulations.

4 Ballast water and invasive species has for
5 many years been recognized as one of the top four
6 issues in our ocean's health.

7 In all of Washington State we have only two
8 inspectors; one north sound out of LaConner, two,
9 South Sound, which includes Columbia River and the
10 coast. These are Washington Department Fish and Game
11 people. We need more people and money to enforce such
12 regulations of International Ballast Water Convention.

13 Now, nearly all merchant ships in the world
14 coal trade are flag of convenience bulk carriers. By
15 definition, flag of convenience is designed to; one,
16 avoid taxes; two, avoid regulations; three, pay lowest
17 possible crew wages.

18 Here I have a small story. It's from an
19 article about Flags of Convenience from the
20 International Transport Workers Federation, out of
21 London. November 23, 2012. Sacramento, California.

22 The ITF affiliated International Longshore
23 and Warehouse Union (ILWU) Local 18 learned that a
24 Chinese crew on the marine vessel Sider Pink was
25 starving and hadn't been paid for months. They were

1 eating the seaweed off the side of the ship.

2 The ILWU passed the hat and raised \$800 for
3 grub for that boat. Hats off to the ILWU. The Sider
4 Pink was built in 2006 in Japan; she flies the
5 Liberian Flag with owners out of Shanghai. Even the
6 Chinese seek to cut costs even further.

7 Also from Maritime Executive Magazine,
8 October 8, 2012, the world shipping industry doesn't
9 want to follow the --

10 Thank you.

11 oo-oo-oo

12 KIM BROOKE: Hi. My name is Kim Brooke. I
13 live on 5882 North Star Road, Ferndale, Washington.

14 I find it interesting; I've been here since
15 noon and I'm number 96, so if that tells you about
16 integrity, I don't know.

17 But anyway, I have a couple of things to
18 say, and one is I'm 2.5 miles away across from Lake
19 Terrell. Someone's waving check the facts; I've been
20 involved with this for two years; I've been checking
21 facts.

22 So my main concerns are Lake Terrell, okay.
23 Lake Terrell, the dam by Terrell Creek and Lake
24 Terrell off Elder Grove was just redone and restocked
25 with coho. What's going to happen to that dam when

1 that coal dust blows. We get 55 mile an hour winds in
2 that area; southwest, northwest, northeast; how is
3 that coal dust going to stop blowing. And if we do
4 put silicone on the coal dust, where does the silicone
5 go.

6 Also I'm paying for a Birch Bay water shed,
7 and what happens to the Birch Bay water shed. There
8 is also going to be 162 acres destroyed of wetland out
9 there. It also has salmon spawning grounds there.
10 What's going to happen to those? Where is the water
11 going to go? Is it going to back up into Lake Terrell
12 and then back up onto my farm?

13 I'm also a sheep grower. I grow my own
14 food. I grow my own meat. I grow my own chickens.
15 I'm organic, have been for 23 years. What happens
16 when that coal dust is laten on my pasture. My sheep
17 eat that pasture and they have offspring. What's
18 going to happen to them? Okay.

19 Coal dust sticks to plant life, and that is
20 a fact. You cannot wash coal dust off the mint;
21 period, or any other plant life -- raspberry growers
22 out there and blueberry growers. Okay, think about
23 it. Your livelihood is over, okay, along with mine
24 and everyone else who lives in that area.

25 Thank you.

1 oo-00-oo

2 CAROLYN GASTELLUM: Carolyn Gastellum;
3 Skagit County.

4 I am deeply concerned that the productivity
5 of Skagit farmlands, the viability of our fishing and
6 shellfish industries, and the economic stability of
7 our local businesses, will be adversely impacted by
8 increased coal train traffic that would be required to
9 service the GPT if the export terminal is permitted.

10 In an extensive cumulative EIS impacts
11 analysis, please study:

12 Impacts to farmlands from toxins in diesel
13 particulates and fugitive coal dust in Skagit county
14 and in all similar agricultural lands located along
15 the rail lines from Powder River Basin to Cherry
16 Point. What effect will these toxins have on crops
17 and human health over a period of five to 30 years?

18 Please study negative economic impacts to
19 Skagit businesses and job loss due to daily traffic
20 disruption from coal trains.

21 Study negative economic impacts to fishing
22 and shellfish growers due to increased ocean
23 acidification from the burning of Powder River Basin
24 coal in Asia, and the resulting additional CO2 in the
25 atmosphere. How will the food chain and marine

1 ecosystems be disrupted and to what extent will this
2 affect human food sources over the life of the
3 project?

4 How will the livability and economic
5 stability of all Skagit communities be impacted by
6 noise, delay of emergency responders, and deflated
7 property values due to increased coal train traffic?

8 How will vibrations and high axle loads
9 affect historic buildings in the downtown Mount Vernon
10 Historic District and all similar historic buildings
11 along the rail corridor? What kind of damage could
12 result from coal train vibrations? Who would pay to
13 repair damage and strengthen historic buildings that
14 are an integral part of Mount Vernon's vibrancy and
15 character?

16 Study the increases in toxins from burning
17 48 million tons of coal or more per year that might be
18 exported from Cherry Point and how those toxins will
19 affect the soils, water, oceans, and human health in
20 the Pacific Northwest over the life of the project.

21 Thank you.

22 oo-oo-oo

23 ED GASTELLUM: Good evening. I'm Ed
24 Gastellum from Skagit County.

25 Thank you for the opportunity to speak

1 today.

2 I'm concerned that the EIS is limited to the
3 Cherry Point Terminal as it stands today, but the
4 impacts are far wider than just this location.

5 A study done by the Harvard Medical School
6 in 2011 looked at the hidden cost of coal production
7 and determined that cost to be \$345-\$500 billion, cost
8 to us. They looked at the life cycle of coal tracking
9 the multiple human, health, and environmental impacts
10 from mining to transportation to combustion in coal
11 power plants and the resultant waste stream.

12 What we don't know is what additional effect
13 mining, transportation, shipping, and burning
14 48 billion tons of coal from the Powder River Basin in
15 China will have on the Pacific Northwest.

16 Please study what the additional hidden
17 costs will be to the residents of the Pacific
18 Northwest.

19 Please study what the additional cumulative
20 diesel emissions will have on our health; including
21 cancer, lung diseases, asthma, and allergies to
22 residents of the 121 communities that will be affected
23 by this project along the haul route.

24 Please study what the cumulative impacts the
25 noise, including the horn blowing, will have on the

1 cognitive development of our youth in the 121
2 communities affected by the coal terminal project and
3 coal hauling.

4 Please do an economic comparison of jobs
5 created by the GPT project versus the negative
6 economic impacts, including job loss, in Bellingham
7 and in the 121 communities along the haul route that
8 would be affected by this project.

9 Thank you.

10 oo-00-oo

11 JULIA ORLOFF: Thank you. Thank you for
12 your presence today; I appreciate it.

13 My name is Julia Orloff.

14 I am Aleut, Alaskan Native, born and raised
15 in Whatcom County. I am a senior at Northwest Indian
16 College, on the Lummi Reservation, pursuing my
17 bachelor's in Native Environmental Science. I left my
18 job at Intalco to work at BP, which I left to go back
19 to school. I left a promising job as an electrician.
20 So I'm scraping to make ends meet, but I feel that
21 this is important.

22 My request to you is to consider the impact
23 this project will have on the culture and identity of
24 the Lummi people, and of all native communities along
25 the shipping routes. I also ask you to use not only

1 western science, but native science in your fact
2 finding work.

3 By native science, I mean simply the
4 traditional knowledge and values held by tribal
5 people.

6 I assume the EIS will utilize best available
7 science.

8 To do so, native science must be included.
9 I ask you to acknowledge that science is culturally
10 relative.

11 It is estimated that the coal will impact 22
12 culturally distinct native communities.

13 To be just, you must respect the identity of
14 each of these communities by utilizing the following
15 native science tenets as follows:

16 You must acknowledge that native science
17 integrates a spiritual connection.

18 And that humanity has an important role in
19 the perpetuation of the natural processes of the
20 world.

21 Acknowledge in native science everything is
22 animate and has spirit.

23 And that there is significance to each
24 natural place, because each place reflects the whole
25 order of nature.

1 In our science, history of relationship must
2 be respected with regard to places, plants, animals,
3 and natural phenomena.

4 And above all, our Elders are relied upon as
5 the keepers of essential knowledge.

6 With respect to Lummi's identity, there are
7 no mitigating factors.

8 I see no alternatives, other than no
9 terminal.

10 Thank you.

11 oo-00-oo

12 NATALIE CHAVEZ: My name is Natalie Chavez.

13 My background is in social work for
14 approximately 13 years.

15 I am also a world traveler and have traveled
16 to over 15 countries, one of which was Shanghai,
17 China, in 1993.

18 I consider myself a global citizen and take
19 that role seriously.

20 I am also a mother. My daughter has had
21 specially treated drinking water since she was born
22 and most of those in our immediate community also
23 drink tap water that is treated by filters, reverse
24 osmosis, or by other means.

25 My daughter knows that we live in a polluted

1 world and knows that even organic food is not 100
2 percent pure because the soil, air, and water is
3 polluted.

4 I am not up here to talk about the
5 detrimental acoustics, air quality, cultural and
6 ecological impacts that would occur as a result of
7 this project, nor about the decrease in property
8 values, rental impacts, decreased tourism, or extra
9 traffic. Those things have already been stated many
10 times.

11 For the panel I've printed off nearly 200
12 companies who are researching and developing a wide
13 range of fuel and energy alternatives. This
14 information is from Crystal Equity Research, an
15 alternative energy researcher based in New York.

16 I've also printed off an article from Next
17 Energy News, September 2012. It states that the U.S.
18 Department of Commerce's Economic Development
19 Administration awarded a \$750,000 grant to the Next
20 Energy Center in Detroit a couple months ago to help
21 establish an Advanced Energy Innovation Center in
22 southeast Michigan. That grant is expected to help
23 create approximately 250 new positions.

24 We need more centers that encourage energy
25 innovation research and development so that companies

1 will be able to test and refine the technologies that
2 will be the foundation of our energy infrastructure in
3 the future.

4 I've also printed off an article from
5 September 2007 about a British inventor who created a
6 electromagnetic drive motor which he believes will
7 replace the combustion engine with the crank shaft
8 powered by magnets instead of combustion.

9 I also request that the panel view the
10 investigative documentary titled "Poisoned Waters"
11 that was on Frontline in April 2009.

12 I also request that the panel view the
13 documentary "March Point" that was created by
14 teenagers of the Swinomish Tribe.

15 In 2011, the Volkswagen's People's Car
16 project in China began and three concepts were created
17 from input, one of which was a Hover car, a zero
18 emissions two-seater that hovers over electromagnetic
19 road networks.

20 We need to continue to move forward and wake
21 up and create space to reach our highest creative
22 potential and to create space for the children to
23 reach their highest creative potential.

24 Imagine a world with cars running on water;
25 wingless electromagnetic vehicles, crystal technology,

1 solar batteries, photo batteries --

2 Thank you.

3 oo-00-oo

4 DAVID HOPKINSON: David Hopkinson. I live
5 in Bellingham.

6 I think we need to know what is the true
7 number of permanent jobs that will go to local workers
8 at Cherry Point. I'm talking about operational jobs,
9 permanent jobs, not construction jobs, not corporate
10 jobs, not related support jobs, such as working on the
11 rail line.

12 Why is it so hard to try to pin down? This
13 is not rocket surgery.

14 We need to know just because we need to be
15 able to compare the dollar benefit of new jobs to the
16 dollar costs of damage that are due to the terminal.
17 We need to know what we stand to gain and what we
18 stand to lose. How can we support this project
19 without knowing that.

20 I would like for you to use your imagination
21 for a moment. If you knew that terrorists were
22 planning to spread toxic dust nearby, you'd want to
23 put a stop to that; wouldn't you? Imagine toxic dust
24 being spread by terrorists every day. Even if it was
25 slow to take effect, that would be an atrocity;

1 wouldn't it?

2 If coal dust cannot be contained, and you've
3 already heard that it can't be, then spreading coal
4 dust around is an act of terrorism, and the terminal
5 at Cherry Point is an atrocity.

6 If that sounds like an exaggeration, perhaps
7 you don't appreciate how many people are terrified by
8 this proposal. That's the meaning of terrorism;
9 people are afraid and they feel helpless.

10 I think it's time to stop.

11 oo-oo-oo

12 ELIZABETH HINES: Hi. My name is Elizabeth
13 Hines. I live in Bellingham, Washington.

14 And as a mixed breed southern Cherokee
15 tribal member, I stand in solidarity with our Lummi
16 people and all the Indian nations in this area; and
17 this project is illegal. You cannot do this to these
18 people. Enough is enough. And our Native American or
19 First Nations people have had it. So I think the
20 project should come to a stop tonight and right now.

21 Now, secondarily I would just like to say
22 that I don't usually dress this way, but a coal train
23 passed my house recently and this is what it looks
24 like to have a coal train going by.

25 Now, I agree with most of what everybody

1 said tonight, especially the people in red. I
2 understand the people in green want jobs, but it is a
3 deal with the devil. So I want you to think about
4 that.

5 This is one world and we're one people and
6 you cannot cash in money and kill our environment and
7 kill our world. Okay. We all want jobs, but please,
8 people, think this over. There is a price to pay for
9 this.

10 Besides looking like this and showing you
11 what coal train dust looks like, I would also like you
12 to hear what it sounds like. I live at Boulevard
13 Street and we have two crossings down below our house.
14 And this is what we listen to now; every day, every
15 night. Now it's going to get a lot worse, but this is
16 just what I want you to hear for now.

17 I could go on and on, but I'll spare you.

18 oo-oo-oo

19 JAMES WELLS: James Wells; from Whatcom
20 County.

21 To decide what's in the scope, you all have
22 to assemble a number of divergent things. You have
23 permit applications, statement of purpose, your laws
24 and regulations, and all the concerns that have been
25 raised by many.

1 There is also another extremely important
2 element to consider, and that's the purpose and
3 charter of your agencies, because the regulations are
4 just a time specific implementation of that charter
5 and purpose.

6 And so if you look at Department of Ecology
7 and Planning Development Services, it's explicit,
8 which the purpose is to protect human health and the
9 environment.

10 Corps of Engineers is part of the Armed
11 Forces of the United States of America whose foremost
12 mission is to protect the United States of America.

13 So therefore, as you look through all of
14 these considerations, I encourage you not to be
15 stopped or blinded or limited by edge effects, but in
16 fact consider the entirety of actual reality.

17 We've done a lot of these scoping workshops,
18 and one of the most shocking things we tell people is
19 if it's not in scope, then it doesn't even exist for
20 all practical permitting and decision making purposes.
21 And people are amazed that there could be an official
22 reality to make a decision that's incomplete and wrong
23 and at odds with actual reality.

24 So successful government, protective
25 government, government that is great is that which

1 adapts and grows to meet the actual reality of them
2 all.

3 And a specific example. When you consider
4 greenhouse gases combusted in China, the fact that it
5 is combusted in China is merely an edge effect. The
6 United States federal government has recognized CO2
7 greenhouse gasses as pollutants that need to be
8 regulated. And if we provide that it is in our
9 jurisdiction, especially if you consider actual
10 reality.

11 So many people have considered their
12 specific concerns, and I hope we've done a great job
13 teaching how to provide their particular concerns, but
14 if there are notes and measures the symphony is
15 protect us.

16 oo-oo-oo

17 ERIC TREMBLAY: Eric Tremblay. I'm from
18 Coupeville on Whidbey Island. I'm a native of
19 Washington.

20 And I wanted to address a couple of points.
21 And I'm also a machinist.

22 I wanted to kind of speak out for the people
23 that couldn't make any of these meetings; places like
24 north Snohomish county, Arlington, Marysville, South
25 Sound. These places are far from any of the scoping

1 hearings and they didn't really get to weigh in. And
2 I think a lot of opponents would have come to the
3 scoping meetings if there had been more of them in
4 their locations.

5 I also wanted to talk about where I live. I
6 live in a passive solar heated home. It's in a very
7 low lying area. Across the street is a salt marsh.

8 And I was driving up here today and they
9 were talking about how the estimates for sea level
10 rise have increased 60 percent from just a couple of
11 years ago, and saying that the sea level would rise
12 probably two to three feet by the end of the century.

13 Well, that would make my house, which is
14 half a mile from the beach, a beachfront property.
15 And I am not eager to see this.

16 I think we need to look at all the coal
17 ports in their entirety and do a programmatic review
18 of all of them. A piecemeal review doesn't look at
19 the enormity of this enormous volume of exports.

20 oo-00-oo

21 KATRINA DANK: Hi. My name is I'm Katrina
22 Dank.

23 I'm a 14 year old freshman at Sehome High
24 School.

25 This year in our biology class we are

1 reading the book Silent Spring by Rachel Carson. It
2 is a story that changed America.

3 Around the 1960s we were poisoning our world
4 with chemicals, the main criminal being DDT, which
5 killed more than just the bugs it was targeting.

6 Neighborhoods were sprayed, as well as all
7 the fields in the hope to reduce insect damage to
8 crops and have a greater profit. The end result was
9 children dying, birds dropping from the skies, and a
10 blighted spring.

11 There was no way to escape the contaminated
12 air.

13 If the coal trains pass through Bellingham,
14 can you ensure that with each breath I take that I
15 won't be exposing myself to harmful chemicals from the
16 coal dust and diesel emissions?

17 Will my basic right to my health be safe?

18 I am not allowed to trespass on your train
19 tracks, so how do you have any right to trespass on my
20 body with your chemicals?

21 Why is it okay now to ruin our air quality
22 and hurt the environment for profit now if it wasn't
23 then?

24 As George Santayana once said, "Those who
25 fail to learn the lessons of history are doomed to

1 repeat them."

2 Thank you.

3 oo-00-oo

4 LIANA PHILLIPS: Hi. My name is Liana
5 Phillips.

6 I am a freshman at Sehome High School. I
7 really enjoy running and was on the Sehome
8 cross-country team in the fall, so one of the issues
9 that concerns me most about the proposed coal terminal
10 is the impact it might have on our air.

11 The toll the coal terminal could have on our
12 air would not only affect me when I run, but also my
13 friends, family, Bellingham community, and ultimately
14 the whole world.

15 If we don't want the coal burnt here, I
16 don't understand why we would want it burnt overseas
17 in China. We all live on the same earth and breathe
18 the same air. If the coal gets burnt, it doesn't
19 matter who burns it, we will all have no choice but to
20 breathe in the emissions. Especially because of the
21 way the trade winds work, the pollution from China's
22 coal would come right back over the Pacific Ocean to
23 the west coast.

24 The other thing we would be breathing in are
25 the tiny particles that can cause heart disease and

1 cancer; too small to see, so small even that they
2 lodge in our lungs and never come out. These
3 particles are called diesel particulates and would be
4 generated by the coal trains entering the proposed
5 terminal and the enormous tankers leaving it, all of
6 which run on diesel.

7 I am asking for the EIS to include an
8 investigation on the impact of having diesel
9 particulates and coal emissions in the air that the
10 whole world breathes, you and I breathe, and the
11 children of our community breathe.

12 Thank you for giving me this opportunity to
13 speak and for listening to someone from the next
14 generation of Whatcom County residents.

15 oo-00-oo

16 JAN DANK: Good evening. My name is Jan
17 Dank.

18 I'm a physician in Whatcom County. I'm one
19 of 205 physicians who have asked that as physicians
20 and professionals that a full impact of the rail
21 traffic, ship traffic, and building the coal port
22 would have on our community and the community of
23 Washington State.

24 We have four areas of concern that will be
25 addressed in great detail in the scoping comments we

1 will submit in writing. They include impact of EMS
2 delay at rail crossings, it includes the diesel
3 particulate matter that was just mentioned, it
4 includes coal dust, and it includes the impact of
5 noise.

6 We have not taken a formal stand for or
7 against the project. We simply want to know the facts
8 of the health. And we want to make sure that this is
9 done in a way that respects the science that we as
10 physicians would take seriously. So we wish for a
11 very full health impact assessment to be done as part
12 of this project.

13 I would like to make a personal comment
14 about health impact that I think has relevance here in
15 Ferndale, and that is that of carry-back coal. I hear
16 a lot about coal dust being blown off the stacks of
17 coal, but the proponents of this project have said
18 that the coal dust is a near mine impact. And I
19 actually there is some sense to that, in that more
20 dust is going to come off the trains nearer to the
21 mine, but we may be a near mine site because the coal
22 dust will come off the cars. And it's not going to be
23 washed clean, it's going to be frozen to them.

24 And I'd like to make sure that the studies
25 are done of not just the coal dust that comes from the

1 mines, but the coal dust that goes away, and whether
2 or not if coal dust is a near mine issue, we're near
3 mine with a coal dump here.

4 oo-00-oo

5 SUZANNE RAVET: Suzanne Ravet. I live in
6 Birch Bay.

7 I intended to speak here -- (inaudible) --
8 my ten year old daughter.

9 I have checked my facts. Thank you for your
10 check your fact.

11 This is a fact. On April 12 this is what
12 happened at the Westshore Terminal. This is where I
13 live. If you think I'm fearmongering; I'm stinking
14 afraid. This is real. This is where I live. This is
15 where my family is going to get this, people.

16 And so I'll let my daughter speak. I am
17 afraid.

18 oo-00-oo

19 EMILY CARSTEN: My name is Emily.

20 I'm ten years old. I live in Birch Bay.

21 And I'm worried about how the coal train and
22 train noise will affect kids in school. And I'm
23 worried about people's health because coal and diesel
24 particulates are toxic.

25 Please study these for the kids. We need a

1 healthy future.

2 oo-00-oo

3 WOMAN SPEAKER: I greet you all. I'm an
4 American white woman with Iroquois Nation heritage
5 living in the Whatcom lands over 20 years.

6 I give thanks to Creator and to First Nation
7 peoples for these lands and waters that nourish us.
8 Ishkamon.

9 I give thanks to Salish sea waters gifting
10 us herring, salmon, eagles, coopers, seal, orca
11 whales, human beings, and gifts of future unborn
12 children of God.

13 All people have an inherent creator given
14 right to exist, a right to work, a right to reproduce
15 and to grow food with our own hands from our own lands
16 and the waters.

17 Fellow scientists, let us be ethical in our
18 accounting methods. When money is exchanged, let us
19 assign dollars to the lives and resources freely given
20 to us by Creator. Show us accurate qualitative dollar
21 amounts of the port proposal both short-term and unto
22 seven by seven generations.

23 Include the wisdom of ecologists and
24 economics who can design quantitative value to life
25 forms on our lands and on waters. Include a dollar

1 analysis for work done without pay by these life
2 resources. Write down the baseline dollar per hour
3 value of earth life resources that exist in our
4 community now. Then multiply this value unto seven by
5 seven generations.

6 I request you study and count the value of
7 leaving the coal in the ground. Please assign an
8 ecological and economical value to the hourly work
9 done by the coal being left in the ground. Do
10 scientific analysis of unburned coal.

11 Thank you.

12 oo-00-oo

13 DEBRA GOLDMAN: My name is Debra Goldman. I
14 live in Whatcom County.

15 I am here before you today speaking as a
16 mother. I want to ask you to consider what we should
17 tell our children if we permit this coal terminal.

18 Consider this.

19 International health organizations and
20 leaders are expressing to our children in consensus
21 that they must prepare themselves for an uncertain
22 climate future and that the burning and mining of
23 fossil fuels directly contributes to climate change,
24 and if not stopped is likely to lead to devastating
25 impacts to all life on this planet.

1 Furthermore, our children are watching as we
2 phase out burning coal in the United States in defense
3 of our communities and environmental health.

4 We instill in our children that we as a
5 nation stand for the protection of human rights, yet
6 we are discussing the possibility of permitting a coal
7 terminal that will ship an outdated resource to China
8 to burn and pollute a nation and her people, as well
9 as this polluting our own community here at home.

10 I ask that you study what will be the
11 psychological affect on our children's trust in us,
12 both parents and elected officials, if we continue and
13 permit this coal terminal.

14 Thank you.

15 oo-00-oo

16 GARY COYE: My name is Gary Coye from
17 Whatcom County.

18 I've been puzzled here lately because I hear
19 a lot of talk about the number of coal trains that
20 have been coming through here forever and ever. And I
21 was puzzled because I or none of my friends remember
22 seeing a coal train until maybe a couple of years ago.

23 So I went and did a little investigating.
24 And community-wise Bellingham, which I'm not
25 affiliated with, has put out some pretty good reports,

1 and one of them is an economic report. And on page 18
2 of this economic report is a graph and it is Tons of
3 Coal Exported by Seattle Customs District 1995 to
4 2011.

5 I know you can't see it in the back of the
6 room or here, but basically it's a line that's
7 straight across from 1995 until about 2010. And for
8 the most part it's sitting down right near zero.

9 So I did some rough calculations and said,
10 well, it works out to about one coal train a year at
11 the bottom of that graph. There are a couple of bumps
12 around 1995, another one around 2010; that might be
13 one coal train a month.

14 Now, at the end of this graph it gets up
15 pretty high, and it's coming up three or four inches
16 and that's the coal trains we're seeing now.

17 But at full build out, the coal trains, at
18 48 million metric tons a year, are going to hugely
19 increase from what they are right now.

20 I want the Environmental Impact Statement to
21 state clearly what the coal train traffic has been for
22 the last 20 years through this area. I want to know
23 what its projected routes are for the next 20 years,
24 and how much they anticipate, because I want -- if the
25 coal trains are going empty a different direction

1 they're going full, I want them to know about it so
2 ACME doesn't get the coal trains.

3 oo-oo-oo

4 JOHN SCHICK: My name is John Schick. And I
5 live in Bellingham.

6 And I brought with me a copy of yesterday's
7 Seattle Times. Christine Gregoire urges action now to
8 tackle acidity in waters.

9 Above all the State must push for regional,
10 national, and international policies to reduce carbon
11 dioxide emissions that threaten marine life, including
12 the multi-million dollar shellfish industry.

13 What a timely article for us to have as we
14 debate this proposed terminal.

15 I would ask that you include the scope in
16 the Environmental Impact Statement of increased
17 acidification of coastal waters due to activity at the
18 proposed Cherry Point Terminal.

19 The significance of the impact is stated
20 right here in the article, and I quote, particularly
21 hard hit by rising acidity are creatures that rely on
22 calcium carbonate to build shells or other bodily
23 structures, everything from clams to mussels to many
24 fish.

25 Should the proposed Gateway Terminal be

1 built, its impact on increased ocean acidification is
2 foreseeable due to the very nature of its purpose.
3 Activities at the proposed terminal at Cherry Point
4 would include fugitive coal dust from the coal pile,
5 80 acre coal pile, and ship loading, as well as
6 nitrogen and sulfur oxide emissions from the coal
7 trains, which have been linked to acid rain.

8 Coal ships emit large quantities of
9 pollutants from burning bunker fuel, one of the
10 dirtiest fuels anywhere. And lest we forget, the
11 purpose of shipping the coal is so that it can be
12 burned, which in itself leads to the acidification of
13 the oceans.

14 I would urge you to focus on the no action
15 alternative because any and all actions and activity
16 associated with this project fly in the face of the
17 State's blue ribbon panel on ocean acidification and
18 what needs to be done to understand and stop it.

19 Thank you.

20 oo-00-oo

21 JILL MacINTYRE WITT: My name is Jill
22 MacIntyre Witt; a lifelong resident of planet earth
23 and I happen to live in Bellingham right now.

24 Yesterday's paper -- I don't have to speak
25 to the article about ocean acidity because the man

1 before me just did.

2 It's interesting that both the acidity
3 article and the support for coal exports are the same
4 in length, but the headline was with the photo for the
5 coal exports. That's interesting because they also
6 run full page ads and the paper needs to, you know,
7 support the people that are printing ads; I think
8 that's how it all works.

9 But anyway, that's not what I came up here
10 to say. I got off track.

11 I want to say that I'm really disappointed
12 that all the green shirts didn't stay -- (inaudible).
13 So more importantly, I want to say I'm so thankful for
14 every single person in here that's wearing a green
15 shirt.

16 I wasn't planning to speak today because I
17 spoke in Bellingham, but I'm speaking today to let all
18 the green shirts know that I want to have a
19 conversation with you about climate change.

20 I'm a certified presenter for climate
21 change. And you can look up that on
22 climaterealityproject.org. Ask for the nearest
23 presenter. I want to come to talk with your friends,
24 your neighbors, in your living rooms. This issue is
25 so important I could cry my eyes out, but I'm going to

1 try not to cry. This is a time of transformation, a
2 time to move off of dirty coal.

3 I'm going to ask that you guys please listen
4 to what people are saying about climate change and do
5 a cumulative study.

6 I was in Bellingham, I'm speaker 84, and I
7 would have to say a third of the comments, a third to
8 a half of the comments in Bellingham in the gym were
9 in relation to sudden climate change. If you do not
10 have that in the EIS, you are making a morally wrong
11 decision. I don't know what else to say there.

12 Thank you.

13 oo-00-oo

14 MICHAEL BOTWIN: Thank you. My name is
15 Michael Botwin.

16 I live in Bellingham and have for ten years.
17 I wasn't planning to speak today. In my former life I
18 was a prosecutor for the California Attorney General's
19 office. But during a recess I heard information that
20 was rather disturbing.

21 Sitting in the audience I thought it was
22 rather curious that the first 63 speakers were
23 proponents of the project. And one woman, I think she
24 was number 96, said she was here since noon waiting to
25 speak.

1 What I heard is that SSA actually paid
2 people to stand in line from the early hours in order
3 to basically hijack the hearing so that this committee
4 will not, I assume, have equal opportunity to hear
5 from the general public.

6 I don't know the veracity of these claims,
7 but I thought I should call it to your attention. I
8 hope you would investigate. And if in fact these
9 allegations are true, and if in fact the applicant for
10 the permit is trying to obstruct the hearing process
11 by stacking the cards and denying access to the
12 general public, I would hope that if you find this
13 true that you would remedy this, what I consider a
14 complete injustice and perversion of the public
15 hearing process, and cure it by having yet additional
16 opportunity for the general public to comment on this
17 project in a fair and equitable manner.

18 Thank you.

19 (End of GPT Ferndale scoping
20 comments.)

1 STATE OF WASHINGTON)
2) ss.
3 COUNTY OF KING)
4
5
6

7 I, the undersigned Washington Certified Court
8 Reporter, do hereby certify:

9 That the foregoing public comments on the date
10 indicated on the caption sheet were reported
11 stenographically by me and thereafter reduced to
12 typewriting under my direction;

13 I further certify that the transcription is
14 true and correct to the best of my ability.

15 Signed this 10th day of December, 2012.
16
17
18
19
20

21 _____
22 Brenda Steinman
23 Washington Certified Court Reporter
24 CCR No. 2717
25

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