Ferndale Meeting 11/29/12

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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 descendants. 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 Tswwassen, 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 sited 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 Orlowski

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 intensity 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 CO_2, 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

FERNDALE, WASHINGTON; THURSDAY, NOVEMBER 29, 2012

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

environment.

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

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

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

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

don't feel safe.

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

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

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

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

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

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

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

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

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

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

ELIZABETH BEHNKE: Dr. Elizabeth A. Behnke,

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

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

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

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

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

Furthermore, since there are schools, playgrounds,

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

railroad traffic or ship traffic.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Lastly, coal can spontaneously combust. While on

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

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

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

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

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

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

KIMBER MIERAS: So today I actually want to

talk about Elliot City, Maryland.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

that.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

future days at Birch Bay.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

prey species for the crabs.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Toxins, including heavy metals like mercury,

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

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

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

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

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

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

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

I'm also worried about the diesel particulate matter

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

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

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

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

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

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

piles.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

so important to realize that revenue is a resource.

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

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

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

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

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

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

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

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

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

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

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

footprint.

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

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

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

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

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

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

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

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

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

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

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

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

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

conservative request.

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

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

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

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

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

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

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

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

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

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

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

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

Deere dealer.

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

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

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

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

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

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

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

environment, our health, or our quality of life.

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

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

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

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

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

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

STATE OF WASHINGTON)
) ss.
COUNTY OF KING)

I, the undersigned Washington Certified Court Reporter, do hereby certify:

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

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

Signed this day of
, 2012.

_____

Washington Certified Court Reporter
CCR No. 2052

Public Verbal Comments (Room 1)

GATEWAY PACIFIC TERMINAL

FERNDALE

PUBLIC COMMENTS

Taken at 5715 Barrett Road; Ferndale, Washington.

REPORTED BY: Brenda Steinman, CCR

REPORTED ON: November 29, 2012

FERNDALE, WASHINGTON; THURSDAY, NOVEMBER 29, 2012

-- oo O oo --

GARY JENSEN: Gary Jensen. Mayor City of Ferndale.

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

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

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

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

The Phillips 66 plant is over $150 million.

Alcoa has done all kinds of retrofits.

Tenaska, now Puget Power, is a cogeneration plant.

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

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

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

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

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

Thank you.

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CHRIS JOHNSON: My name is Chris Johnson. I

live at 2900 Madrona Street, Bellingham.

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

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

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

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

So thank you very much.

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MAX PERRY: Max Perry. Whatcom County.

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

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

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

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

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

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

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

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

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

I and the people living and working in

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

Thank you.

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SCOTT KORTHUIS. Scott Korthuis. Mayor of Lynden.

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

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

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

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

The project should be subjected to customary

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

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

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

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

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

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

Thank you very much.

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

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

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

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

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

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

be. We need it and we need it now.

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

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

Thank you so much.

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

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

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

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

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

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

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

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

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

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

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

Thank you.

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

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

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

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

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

Thank you.

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

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

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

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

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

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

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

I have provided my contact information and

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

Thanks for your time.

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

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

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

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

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

Thank you.

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

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

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

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

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

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

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

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

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

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

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BRENT GOODRICH: I'm Brent Goodrich from Ferndale.

Thank you for the opportunity to be here today.

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

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

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

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

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

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

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

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

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

Thank you.

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

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

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

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

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

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

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

Thank you.

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

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

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

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

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

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

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

possibility there."

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

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

Thank you for your time.

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

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

The terminal will propose a variety of

commodities including grain and, yes, including coal.

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

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

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

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

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

Thank you.

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

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

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

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

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

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

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

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

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

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

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

Thank you.

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NEVA LOWE: My name is Neva Lowe.

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

I have lived and worked in Ferndale for 28

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

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

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

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

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

Thank you.

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

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

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

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

I'll keep my comments brief.

We all know that we need the jobs.

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

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

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

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

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

about the impacts for the Gateway Project.

Thank you.

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

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

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

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

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

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

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

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

I'm done.

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HUGH FOULKE: I'm Hugh Foulke.

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

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

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

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

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

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

Thank you.

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

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

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

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

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

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

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

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

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

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

Thank you.

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MIGUEL PERRY: My name is Miguel Perry.

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

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

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

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

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

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

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

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

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

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

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

Thank you.

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

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

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

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

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

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

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

through this Gateway into our future.

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

Thank you for your help.

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

Thank you for the second opportunity to speak to you.

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

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

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

You are hearing a lot of stories, a lot of

unusual claims.

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

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

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

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

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

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

believe so.

There are many groups who have their own objectives in mind, which I strongly disagree with. The powering down of Whatcom County, Washington State, the United States, and around the globe is one of those objectives and is at the heart of their objections to this project.

As a tax paying citizen of Whatcom County and a citizen of the United States, I ask that you keep this scoping process in line with the historical limits of the law and use provable science to determine any impacts from this Gateway Pacific Terminal project.

The project can provide opportunity and jobs far beyond Whatcom County. I believe this project, if approved, will do more to improve the lives of families in Whatcom County and around the globe than those who would deny this project based on potential science.

Please approve the Gateway Pacific Terminal project based on economics and provable science, because that's the responsible way to do it.

Thank you.

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CLARENCE BOB SR.: Clarence A. Bob Sr. 2524

Michigan Street, Bellingham.

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

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

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

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

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

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

Thank you.

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

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

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

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

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

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

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

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

Thank you.

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

Thanks for allowing me to make some

comments.

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

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

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

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

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

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

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

Thank you.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Thank you.

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WES KENTCH: My name is Wes Kentch.

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

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

having any new growth here.

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

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

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

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

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

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

Thank you.

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

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

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

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

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

environmental protections if it is built on foreign soil.

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

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

Thank you for your time.

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

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

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

family wage jobs.

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

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

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

Thank you very much for listening to me.

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

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

And another thing that would be a

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

Thank you.

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

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

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

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

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

then we lose our liberty.

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

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

Thank you.

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

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

Important facts to keep in mind:

Cherry Point has been a designated Heavy

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

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

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

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

Now some concerns and possible solutions:

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

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

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

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

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

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

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

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

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

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

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

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

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

I'm nervous, so bear with me.

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

This is a totally different situation.

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

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

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

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

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

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

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

Thank you very much.

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BECKI TAYLOR: My name is Becki Taylor.

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

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

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

Thank you.

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

And I guess you could say, listening to

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

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

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

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

Thank you.

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

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

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

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

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

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

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

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

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

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

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

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

Thank you.

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

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

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

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

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

Thank you very much.

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CHET DOW: My name is Chet Dow.

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

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

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

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

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

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

Thank you for your time today and your consideration.

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

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

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

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

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

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

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

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

How many of you guys have been to West

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

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

Thanks and have a good one.

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

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

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

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

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

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

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

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

Thank you.

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

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

One, that there is a problem.

Two, that it's a very important problem.

Three, that Gateway Pacific Terminal fixes this problem.

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

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

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

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

anti-industrialism and anti-commercialism.

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

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

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

Thank you.

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

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

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

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

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

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

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

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

Thank you.

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JEREMY BERT: Hello. My name is Jeremy Bert.

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

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

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

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

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

Thank you.

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JOAN AL: Joan Al. Whatcom County.

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

kind of environmental damage.

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

Thank you.

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

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

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

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

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

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

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

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

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

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

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

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

Thank you.

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RICK BENDER: My name is Rick Bender.

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

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

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

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

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

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

Ladies and gentlemen, we need these family wage jobs.

Thank you.

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

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

My husband and I are farmers. We raise

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

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

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

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

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

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

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

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

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

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

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

Thank you.

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

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

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

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

includes Montana and Wyoming.

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

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

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

And please keep it site specific.

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

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

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

My wife and I moved here in 2006 and started

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

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

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

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

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

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

Thank you.

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

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

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

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

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

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

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

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

Thank you for your time.

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

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

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

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

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

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

Thank you.

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BRAD FROST: I'm Brad Frost.

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

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

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

So thank you for your time and consideration.

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RALPH DAVIS: Hello. My name is Ralph Davis.

I'm a construction worker in this community.

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

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

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

Thank you.

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

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

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

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

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

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

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

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

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

Sumas, Lynden, Nooksack, Everson, Ferndale,

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

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

Here we have a project. This is not the Westshore project. Base the facts on this here. Apples to apples, not apples to oranges.

I believe we have an opportunity, as you may have heard me say before, to be an example for the world with this project.

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WALTER CHANNEL. Good evening. My name is Walter Channel. I am a lifetime resident of Bellingham. I went to Western. I grew up and went to Geneva.

When I graduated from Western I had a hard time finding work, and like a lot of my classmates I moved down to Seattle because there is not a lot of opportunity here. You guys kicked GP out. Where are people supposed to go to find work, family wage jobs?

Not everybody can work for the State.

I got a job working for a technology company in Bothell. I moved back to Bellingham and at a huge financial cost. I was commuting to Bothell for about a year. I was fortunate enough to know somebody who got me a job here locally, because that's how the local economy works. If you don't know somebody, there aren't jobs for you here in this community. It's a sad but true thing.

I was lucky enough to grow up here. No regrets for that. I just think it's sad there isn't more like the GPT. We need this, we need this badly. You guys can't see this.

I just also want to state that I find it interesting that trains have been going through Bellingham for a long time, they've been carrying coal for a long time and other things, and no public outcry. Where was it? I don't hear anything.

And then you guys want to build a terminal and you guys pop up and you want to fight it. I just don't understand. It makes no sense. Your math doesn't add up. Please, we need the jobs. And we have a community that needs working wage families.

Thank you.

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RONNA LOERCH: Ronna Loerch. I live in Everson.

And to answer this gentleman's question; we know more today than we knew then.

So thank you. Most of the statements before me did not address scoping or significant impacts. There are many, many people out here in the audience with questions and I'm asking them to hold them up now. Those people will not be allowed to speak.

Ladies and gentlemen, I stand before you to ask you to include the following impacts of the proposed Gateway Pacific Coal Terminal. Because each molecule of water and air is connected to each other, I am asking that you expand the scope of your Environmental Impacts to study the impact of this project on the planet.

With this broader scope in mind, I ask that you study the impact of how many tons of carbon dioxide will be added to the earth's atmosphere each year from this shipped coal.

After studying how many tons of carbon dioxide will enter the earth's atmosphere from this burned coal, I ask you to study the impact this release of CO2 will have on the global temperature of our planet.

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

I ask that you study the impacts of coal dust from the mountains of coal to be stored on site.

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

I ask that you study the impact that the coal terminal's massive demands on the Public Utility District's water means for agriculture and for the city of Ferndale.

Finally, let me say that the fossil fuel industry has gone rogue. Their business plan is to wreck the planet for as much short term profit as they can muster.

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TERRY WECHSLER: My name is Terry Wechsler. I live in Bellingham.

And I want to talk about the facts; in this case water.

Bellingham has great water because we divert

all we need from the Middle Fork of the Nooksack River to Lake Whatcom. We get melting glaciers and snow pack. Ferndale used to drink glacier water; now you drink groundwater, and from what I hear, you don't like it so much.

Pacific International Terminal claims they are going to use a state-of-the-art dust and fire suppression system for that 80 acre coal pile. That system requires water, 1.9 billion, with a B, gallons of water a year from PUD. The Project Information Document, or PID, averages it to 5.3 million gallons a day. To put that in context, that's more water than Ferndale uses. That's about half of what Bellingham uses. It's a third of the water PUD currently supplies to six industries and 50 irrigation customers in the Cherry Point area.

The PID describes a system that will use less water when it rains, more in the summer dry months. And, of course, the Nooksack has its lowest flow in the summer. According to a study done by a professor at Western for her master's thesis -- and I've given you the citation -- because of the effects of global climate change on the Nooksack, summer flow in the Middle Fork could decrease by over eight percent in the future.

The EIS must consider future water resources based on changing climate scenarios and determine how GPT's state-of-the-art dust suppression system, that depends on our best water source, would impact this region's homes, farms, and industries in the worst case scenario over the proposed life of this terminal. And if I lived in Ferndale, I would specifically ask whether it will ever be possible for PUD to supply your water in the future if the largest coal terminal in North America were competing with you.

Thank you.

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HUMPHREY BLACKBURN: Humphrey Blackburn. I live in Custer near the Custer Spur and downwind from Cherry Point.

I have taken time off from work to address these important issues.

I am concerned about the health and environmental effects of wind-blown coal from export terminals.

I am concerned that regular high winds will make dust control unpredictable at Cherry Point.

I am concerned that GPT has contracted to use five million gallons per day from the Nooksack for dust and fire control.

I am concerned that multiple climate models predict Nooksack summer flows will be down 20 percent in 2025 when GPT would be at full capacity, and down 40 percent by 2075.

I am concerned that summertime water draw to suppress dust will be at maximum when river flows are at their lowest.

I am concerned low flows in the Nooksack will result in saltwater intrusion into the estuary and local aquifers, and that this is exacerbated by non-recyclable draws by GPT.

I am concerned that actual draws to control dust will increase due to rising summertime temperatures this century.

I am concerned that all this water is lost to the local system due to evaporation.

I am concerned that multiple variables make it impossible to predict how much water is needed to suppress coal dust at Cherry Point.

I am concerned that saline water intrusion will be costly to treat and not suitable for agriculture.

I am concerned that we make prudent decisions about industrial activity in a time of diminishing water resources.

I am concerned in coming years we will be competing with GPT for freshwater.

I am concerned that GPT will attempt to pay low fees or fines in lieu of mitigating dust control. We can't allow the regulatory agencies to allow this.

I am calling for a four season, preferably longer, pilot study, on site, to determine real world, not hypothetical, water use requirements and dust control efficiencies.

I expect that a permit will be denied if GPT cannot demonstrate acceptable dust control through a pilot.

I recommend we all examine whether we want long term commitments with consumptive, polluting, industrial neighbors whose product, coal, contributes -- blah, blah, blah.

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DALE SPURRELL: My name is Dale Spurrell. I live at 3988 Aldergrove Road.

I can throw a rock from my place to where this terminal is going to be. I am not a nimby. They want to build a terminal there, that's fine, build a terminal there, but don't build it for coal. Coal is a ruination of this planet, has been for the last hundred and some odd years.

Now, question for this panel. Alternatives. Has Aberdeen been considered? If it's been let out; why?

You're taking the trains right through the most populated part of this state right up Puget Sound where everybody -- I would say 80 percent of the people in this state live. Why right up the corridor?

There are three streams. You're less than, I would say, a quarter of a mile from Lake Terrell, which is a sensitive area. There is three streams in this property. There is wetlands, sensitive wetlands in this property.

It's a rubber reef for not only Pileated Woodpecker, but the Great Blue Heron. Have they been considered? Because I tell you what. Once these places are gone, they're gone forever. You start planting coal on top of a nesting ground or a rookery, and it's gone forever.

GP was lost to this area because the people of Bellingham and the wonderful mayor made it so difficult for them to stay here that they left. Now, there is the jobs we've lost.

I know, it's my time.

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JULIE TRIMINGHAM: My name is Julie

Trimingham.

I'm a fourth generation Whatcom County resident. My husband and I feel blessed to be raising our child in this beautiful, safe, and healthy place we call home.

The coal in the Powder River Basin is cheap and plentiful. There is a lot of money to be made by the owners of the companies that would mine, haul, and ship that coal to China. That's why this project is being proposed. But BNSF, Carrix, Goldman Sachs, and Peabody Energy don't live here. They don't breathe our air, they don't cross our train tracks, they don't fish our waters or farm our lands. They don't love our children.

It's a shame that promoters of the coal port have tried to divide and conquer our community. They have tried to make us choose between jobs and the environment. This is a false dichotomy. It is unfair and inaccurate.

We live in the Pacific Northwest, where our economy has always been tied to the environment. We are fishers, farmers, and foresters. We have tourism, education, health care, innovative manufacturing and high-tech. These are economies that complement our natural resources.

We are rightly known for outdoor splendor and an excellent quality of life. Our long-term prosperity and security have always come, and will continue to come, from us making the most of our regional strengths, not by diminishing them.

Our greatest asset is this place. In an increasingly dirty and crowded world, the Northwest remains relatively clean, quiet, and beautiful. Becoming a coal corridor would radically change this place and the ethos of this place; our regional identify.

Some adverse impacts can never be fully mitigated. How would the coal port permanently affect this place we all call home? And, if we are to be responsible, we must also consider the impacts this project would have on homes all along the coal transportation corridor.

Further, if we are to be moral, we must acknowledge that coal export serves only to feed coal combustion, and coal combustion is costing us all, it's threatening the place we all call home. Please scope not only rigorously but broadly.

Thank you very much.

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STEVE McMINN: Steve McMinn. Bellingham.

I would like the EIS to study the cost to the tourism industry in Whatcom County and in the entire coal transport corridor.

A year ago my wife and I, along with three other couples, bought the Willows in on Lummi Island because it was going out of business and because we believe that a healthy economy is integral to a healthy community.

Tourism is the economic driver on Lummi Island. The Willows, which includes the Beach Stork Cafe, employs 55 people in peak season. The Willows has been featured in outlets like the New York Times, the Boston Globe, the Wall Street Journal. People come here from around the world to visit, dine, and experience a slice of quintessential Northwest. And when they come, they spend.

Tourism is a big business in Whatcom County providing over 5,000 jobs and bringing in over $550 million in visitor spending. The Willows is just a drop in this bucket, but the impacts of the proposed coal port would have a direct effect on us. Unpredictable delays at the grade level crossing at Slater Road would make catching the ferry uncertain.

Dust blown from the coal heaps as the Westshore in Tsawwassen, would coat the surrounding

area.

900 yearly transits by vast, noisy ships just a mile offshore, each ship spewing diesel pollution equivalent to thousands of vehicles, would doing nothing to encourage tourism.

The whole Northwest is an increasingly popular destination. Truly it is one of the last best places. And with climate change and its attendant draughts and super storms upon us, it is also an oasis, one that people will be even keener to visit in the future.

Times are hard, but we in Whatcom have many good jobs already, jobs in tourism, as well as in other industries, and we can make more. Let's not compromise our existing jobs, let's not cannibalize our robust and diverse economy to make a coal dump.

Thank you.

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JAY JULIUS: Good evening. Jay Julius.

I represent Lummi Nation, 5,000 plus members. I'm a council member. And Lummi Nation is strongly opposed to the development at Cherry Point.

Xwe'chi'eXen is the original name of Cherry Point. Xwe'chi'eXen is a 3,500 year old village documented by Washington State. Flagged by Washington

State as a cemetery. There is no question about it. Not part of it, not just 45WH1, 45WH83, and 45WH4 where this proposed coal port is going, which are all three eligible for the National Register, but all of it is flagged as a cemetery. And that has to come into consideration here.

So again, we demand a study on the spiritual and soul impacts it's going to have on 5,000 plus people. And you can use the digging up of 500 plus of our ancestors' bodies up in Blaine at the Semiahmoo Project. Study the impacts of that. And I really encourage you guys to consider; as a crow flies two miles away is where Semiahmoo is. This is an ancient village. This is a cemetery and that has to be considered.

You know, I know they bulldozed over 45WH1, I know it's a state crime, and we want -- we expect the state to uphold the law, and we haven't seen it.

Tree rights. Supreme law of the land, according to the constitution, Article Six. What are the impacts from pulling out that much water to the fish. It is our Treaty and it is our right. It's not a privilege for us to fish, it is a right. That is who we are.

How many of you know where your

great-great-great-great-grandfathers were buried? All of mine are buried here. I've been here for 37 years and my family 3,500.

Thank you.

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ARLENE COLEMAN: Thank you all for being here and show such an interest in your community. It is really heart warming.

Now, my name is Arlene Coleman and I was born in Nooksack. And we won't go into when that was, but it's a while.

Now, I just have two items that I would like to talk about, and they're about making an emphasis on some areas that I felt are a little bit weak or slipped over.

About two months ago, I wish I kept this letter to the editor that was in the paper, I think he was, yeah, he was flying over the Bay and he saw the freighter out there, I suppose it was one of the refineries or whatever, and he couldn't get over all the junk that was coming out of the stacks there. And so he flew over and he said the smell was just breathtaking, not very good.

So I don't think we should soft pedal the freighters too much, along with the oil spills and

things that can happen.

The second thing was, you know, I'm not against jobs, I'm all for it. And if that place out there is as good as we think it is, then we should be all for it, providing they can meet the rules and regulations that we're asking for.

Thank you very much.

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STEPHAN MICHAELS: My name is Stephan Michaels.

I'm a freelance environmental journalist. I'm actually a member of the Society of Environmental Journalists, and I tout this small section of my resume to hopefully shore up that I've done a little research before speaking with you.

I did speak at the last scoping hearing in Bellingham about an Ecological Risk Assessment that had been conducted for the Department of Natural Resources in 1999. It concluded that added vessel traffic from Gateway Pacific Terminal in tandem with the traffic coming in and out of BP would inevitably increase the risk of an oil spill. And that should such a spill occur before or during the spawning, it would have a catastrophic effect on the herring.

What I didn't have time to say is that

cumulative impact study of vessel traffic needs to be studied now, during the scoping process, as stipulated in the 1999 settlement agreement, so that you can include it in your EIS.

Now, digging through the EPA website one will find, when you look at the RTI page, that's the mandatory reporting for polluters, you will find that BP nearly doubled its toxic air emissions between 2002 and 2010, doubled in eight years.

Those chemicals, and there is about 18 of them -- and I will supply you with this table and this research -- those chemicals include benzene, xylene, and toluene. These are nasty carcinogenic compounds that we all get to breathe.

So the question posed by GPT is what happens when that existing suite of chemicals, already being disbursed into the atmosphere by BP, is combined with all the diesel exhaust and particulates that will be put into the air from the 18 trains a day with diesel engines fore and aft and the 487 cargo sized vessels that are spewing diesel into the air.

A cumulative impact study of those combined chemicals must be studied because the people of this community need to know what they'll be breathing.

Thank you very much.

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MICHAEL RIORDAN: Hello. My name is Michael Riordan. I'm from Eastsound on Orcas Island.

I'm here in part because I couldn't make the meeting in Friday Harbor. And I have to say that people on Orcas Island, as you realize, are most concerned about the marine impacts of this project.

Also, I'd like to say that I do come from a union family, and I recognize the need for jobs. So I empathize with that too.

My background is in physics. I'm a physicist from -- I have two degrees from MIT and I've taught physics at Stanford and at the University of California. I'm currently looking into the physics of wind-blown coal dust, and you'll hear more from me in that regard via other comments.

But let me say I've also been involved in and studied major projects, some much larger than this one, some of them painfully killed. So I know a lot about projects and project management. And I know what can go wrong in projects even with the best laid plans.

So let me address that in my prepared remarks. The process of loading 48 million tons of coal onto nearly 500 bulk carriers per year is fraught

with potential dangers to the Cherry Point Aquatic Reserve. Primary among them is the escape of coal into these waters. Even if this loading is 99.99 percent efficient, close to 5,000 tons of coal would be deposited into the reserve. It's inescapable. It's just simple arithmetic. Do the math.

If 99.999 percent efficiency could somehow be achieved -- despite the inevitable operator errors, equipment malfunctions, and the high winds characteristic of Cherry Point -- almost 500 tons per year would go into local waters. That corresponds to the loss of one tablespoon of coal for every ton loaded.

So I therefore respectfully ask that you address the following questions in the Environmental Impact Statement.

Based on actual experience at other coal terminals operating with similar equipment, for example the Westshore, what are the coal-loading efficiencies that can be achieved? How much coal will correspondingly be lost?

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ANNE BOTWIN: Hi. My name is Anne Botwin from Bellingham.

My husband and I both suffer from respiratory problems and live about 200 yards from the railroad crossing; which is very noisy already.

We are concerned about being blocked from access because there is only one way in and one way out for vehicles such as fire, paramedics, police, in the case of an emergency. And there will be about two hours a day that that thing will be blocked at the height of the GPT development.

Just as important to us is the clean air and water which will directly impact our health, especially because of our existing respiratory issues. Fine diesel particulate matter and coal dust from both the trains that pass by us directly and also from the cargo vessels contain benzenes, dioxins, lead, cadmium, all sorts of terrible toxic things which are, by the way, also strongly associated with heart attacks, cancer, cognitive decline in children, even autism. Thousands of people just like us live all along the route, the railroad route, from Wyoming and Montana to GPT.

I strongly urge that you use the power that you have already from NEPA to examine these impacts all along the train route. The coal dust problems will probably be even worse for those living closer to

the Powder River Basin. Why do they have no voice? Why are they not being considered? Their health, the soil, the crops, the livestock, the air, the water quality, all have to be considered.

Thank you.

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PAUL BROWNLIE: My name is Paul Brownlie.

I am a local to Bellingham, but more importantly I'm an American. And I believe that America is the greatest country on earth.

We have fought numerous wars and many of our own have perished in the name of the ideals that we hold dear to ourselves and the American way of life.

It particularly sickens me that Peabody Coal will export American resources to a country with an oppressive communist government whose economic and social politics go against everything Americans have fought and died for.

If Peabody Coal begins exporting a dirty energy product to China, then what would happen to the ideals that we hold for ourselves? This is greater than just us. This is greater than jobs. This is about the ideals that we hold as Americans.

And more importantly, if this corporate machine rolls over our voices and we are not heard,

what will we receive in return. What will our county receive? What will our towns receive? And what will America receive?

People my age and older than me are fighting and dying in Afghanistan right now, some of them have fought and died in Iraq; and do you want them to be betrayed by you when you decide to export coal to a country whose ideals go against everything America is supposed to represent.

Thank you.

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TERESE VanASSCHE: Hi. My name is Terese VanAssche. I live in downtown Ferndale on Second Avenue.

I am a civil engineer for the State, have been for 25 years. I'm very, very familiar with the formal EIS process and I am making online comments that are detailed.

Today I came to speak because I want to speak my heart for my sons, my daughter, my grandsons. We need clean air. I have lived through economic declines; I grew up in Detroit. They have green jobs there now because they made that decision to have clean jobs.

Mituake oyatsin. This is Lakota for we are

all one people.

I traveled through the lands of the Lakota, Ojibwa, Crow, and Northern Cheyenne this summer. Their Treaty lands are being desecrated by the strip mining of coal. Their groundwater is polluted.

Where are the regulations stopping that? I want to know that.

This coal needs to stay in the ground. It is a future generation's legacy and it is not to be burned in China.

Clean energy can be developed here in Whatcom County. There are engineers; we're willing and ready to do it.

I stand in solidarity with the Powder River Tribes because their lands are being desecrated. I stand in solidarity with the Lummi; they have no right to desecrate their lands.

I wrote a quick song and I hope we have time to do this, but I'm not going to sing it because I just haven't practiced enough.

There's a war going on against us.

I woke up last night again to the sounds of thunder.

Train wheels screeching on steel rails again, and again, and again.

Will I ever sleep?

We choose - what future do we want?

Short-term profits for the few - over long-term health of all of us - for our neighbors, for our communities, our mother, our sacred mother.

No more!

Cause there's a war going on against us!

In this faithless society -

With no respect for you and I -

We are not just mere fools -

Cogs in their machines all day.

That sucks the soul out of everything.

They are killing us digging the coal holes and stealing our energy futures!

They'll leave our hearts in black dirty piles.

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JUDITH GREEN: My name is Judith Green. I live in Bellingham.

I would like the EIS to provide the widest possible analysis of Gateway Pacific's probable and possible impacts, including the effect on greenhouse gas emissions from the burning of U.S. coal in China and other Asian countries.

I understand -- and this is the second point

here. I understand that the taxpayers would be obligated to pay for upgrades of the infrastructure used by the coal trains. I would like the EIS to include a report of exactly where this money is going to come from and from what other publicly supported projects will suffer as a result. Are we talking about roads, schools, emergency services? How is this going to get paid for by us?

It would be the height of arrogance and irony to have the citizens subsidize this project by having to pay for these upgrades at the same time our health and welfare are being compromised by the shipping of coal to China. And the corporations are reaping huge profits at our expense.

Please include the costs for cleanup, abatement, and restoration the taxpayers would be responsible for.

Other than the promise of jobs, what are the benefits to the citizens? In the EIS, please examine and provide us with a detailed report about what the benefits might be, so we can have the real, true facts, and not just the public relations claims of the companies who will be reaping the profits.

It's my opinion that any one of the possible impacts of this project; degradation of the air, land,

and water, locally, regionally, and globally, cannot be mitigated, and is enough reason to deny permitting for the project.

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MICHAEL PETERS: Hello. My name is Michael Peters.

I'm from Lummi Nation. I live on the Lummi Reservation here in Bellingham. I'm a graduate from Ferndale High School, so I'm a very strong citizen here in Ferndale, very strong with jobs and understanding what everyone -- you know, times are really hard. I understand both sides of the story. I think we all do.

But the one thing that I'm concerned about is the scoping of the cluster of ships that are already out there today, and added to the clusters of ships that's already going to be added to what we're going through already. I'm a lifetime fisherman, commercial fisherman, crabber. Our people live off the land. It's very important to us. It's our traditions. It's our history, history of our ancestors of what we -- what they have done and what we are doing today. It still exists today.

I am here today and I'm representing my people, and I'm representing all the Native Americans

that are affected from Montana to here, through the Puget Sound. Voices that people that can't come up and people; I'm representing these people.

I just want to take the opportunity to -- I want you to scope the clusters of ships in the Point Elliott Treaty of 1855.

Thank you.

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RAIN FOREVER: My name is Rain Forever. I live in Bellingham. I was raised in Ferndale.

I do not support the destruction of the planet or building this terminal.

My comment is that social workers from CPS often take low income children and put them in foster care whenever they're able to. In CPS cases, by law you are guilty until you prove yourself innocent. Food stamps recipients are not going to get these jobs. And most certainly single mothers whom CPS preys upon are not going to get these jobs.

I would like you to study the impacts of children being placed in foster care due to the children getting sick from coal dust, and the parents being blamed for those sicknesses; things like cancer and other things that can happen.

This is also a global project and should be

studied as a global project; everything from the Powder River Basin to China.

Thank you.

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KATHY: My name is Kathy (inaudible).

I'm from Lummi Nation.

I am a student in the native environmental studies program. I'm a senior there doing my traditional studies.

Right next to me I have my two bodyguards. No; I have two very strong ladies standing next to me that understand what we're going through as a nation.

I have to say there was one man that came up here and said that he's not wealthy. Well, I am. I have family, I have community, I have standards, I have tradition, I have spirituality.

My people have lived in this area all of their life, from the beginning of time. I'm seventh generation in the Lummi Nation.

And I have to mention that I'm glad that Jay mentioned this is a sacred site. We consider it a sacred site. And it's not just Lummi people, it's all the Salish people of this territory. You are going to have to include the Stalham Nation, Saanich Nation, the Scalam Nation, the Makah nation, all the people

that migrated that we come from; all of these people are my relatives.

There is already a threat and a big impact on the marine life. I'm a commercial fisherman, I've been a commercial fisherman all my life, and I have to change that life-style because it just diminished. And so I am going to school to study native environmental science and make a different impact on what I can do.

And I'm not working either, but I understand that not having the dollar in my pocket; but I do understand the value of this land. And our property values -- your property value is going to drop, not just mine. It's going to affect our property value, our health, our air, our water, all of the -- I just want to say that -- I'm sorry.

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PAUL ANDERSON: My name is Paul Anderson. I'm from Bellingham.

In 1999 the City of Auburn sued the Burlington Northern Santa Fe Railroad to try to get some of their expenses paid for four overpasses. It eventually went up to the Supreme Court, and the Supreme Court remanded it back down to the lower court as accepting their decision that the railroads only

had to pay five percent.

So there will be no money other than five percent coming from the Burlington Northern Santa Fe Railroad to pay any of the overpasses for here.

And I just wanted to comment a little bit about -- do you have to go to the bathroom back there? You are waving your signs back and forth.

Anyhow, the City of Auburn has done, over the past ten years, a series of overpasses and they've paid a significant amount -- Mayor, I'm glad you are here, because I'm concerned about where we're going to get the money for Bellingham, Whatcom County, Skagit County, to pay for overpasses.

There is a program called FAST down in -- it's called Freight Action Strategy for Seattle and Tacoma. And they've spent $568 million since 1998 in improvements in overpasses for truckers going to the intermodal sites.

Auburn recently, for a grade separation, has spent -- will have to spend $32 million.

In the City of Kent there is old South 228th Street overpass that will cost $20 million.

I'd like to have in the Environmental Impact Statement an economic survey that shows how much we will have to pay here. And the money that we're

getting out of the construction of this site will not pay for these overpasses. The taxes that they're paying is a duty that they have to pay, not a gift to Whatcom County.

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KEN KALIHER: My name is Ken Kaliher. I live in Whatcom County just outside of Bellingham.

I would like to ask that the EIS study a couple of concrete issues. First, the proponents promise that this terminal's operation will bring in millions of dollars in tax revenue.

I would like you to please study how much of that revenue will actually go to local city and county governments versus to the state. So how much will we actually have flowing in to our local government, schools, and other local services.

Second, please study how much of that revenue, and probably much more, will have to be spent on railroad and other infrastructure improvements, which this project will make necessary, as very effectively addressed by the previous speaker.

And third, please study how much property tax revenues will be lost due to declines in real estate values which will be caused by this project's completion, if it were to be completed. Nobody seems

to be paying any attention to what's going to happen to real estate values. Even the realtors who are supporting this, I think may not be looking at the big picture.

Another issue, please study how much water this facility will demand to keep down the dust on its 80 acres of coal piles and where this water will come from, and what this will mean for other water supplies in the region. This was also very well covered by another speaker.

Finally, many of the proponents who spoke earlier, besides giving their opinions, also did call for an economic impact study to study the full economic impact. And I hope that your economic impact study will look at the overall net job outcome if this project were to be completed. Specifically how many jobs it really will provide and how many it will cost in failed development, the failure to attract people to this region for all the reasons we all love and so forth.

Thank you for your time.

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JOHN RIGGS: My name is John Riggs.

I'm a retired merchant marine officer, citizen of Bellingham and the world. I am pro labor,

however I am anti coal.

My scoping comment regards ship's ballast water management enforcement of existing regulations.

Ballast water and invasive species has for many years been recognized as one of the top four issues in our ocean's health.

In all of Washington State we have only two inspectors; one north sound out of LaConner, two, South Sound, which includes Columbia River and the coast. These are Washington Department Fish and Game people. We need more people and money to enforce such regulations of International Ballast Water Convention.

Now, nearly all merchant ships in the world coal trade are flag of convenience bulk carriers. By definition, flag of convenience is designed to; one, avoid taxes; two, avoid regulations; three, pay lowest possible crew wages.

Here I have a small story. It's from an article about Flags of Convenience from the International Transport Workers Federation, out of London. November 23, 2012. Sacramento, California.

The ITF affiliated International Longshore and Warehouse Union (ILWU) Local 18 learned that a Chinese crew on the marine vessel Sider Pink was starving and hadn't been paid for months. They were

eating the seaweed off the side of the ship.

The ILWU passed the hat and raised $800 for grub for that boat. Hats off to the ILWU. The Sider Pink was built in 2006 in Japan; she flies the Liberian Flag with owners out of Shanghai. Even the Chinese seek to cut costs even further.

Also from Maritime Executive Magazine, October 8, 2012, the world shipping industry doesn't want to follow the --

Thank you.

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KIM BROOKE: Hi. My name is Kim Brooke. I live on 5882 North Star Road, Ferndale, Washington.

I find it interesting; I've been here since noon and I'm number 96, so if that tells you about integrity, I don't know.

But anyway, I have a couple of things to say, and one is I'm 2.5 miles away across from Lake Terrell. Someone's waving check the facts; I've been involved with this for two years; I've been checking facts.

So my main concerns are Lake Terrell, okay. Lake Terrell, the dam by Terrell Creek and Lake Terrell off Elder Grove was just redone and restocked with coho. What's going to happen to that dam when

that coal dust blows. We get 55 mile an hour winds in that area; southwest, northwest, northeast; how is that coal dust going to stop blowing. And if we do put silicone on the coal dust, where does the silicone go.

Also I'm paying for a Birch Bay water shed, and what happens to the Birch Bay water shed. There is also going to be 162 acres destroyed of wetland out there. It also has salmon spawning grounds there. What's going to happen to those? Where is the water going to go? Is it going to back up into Lake Terrell and then back up onto my farm?

I'm also a sheep grower. I grow my own food. I grow my own meat. I grow my own chickens. I'm organic, have been for 23 years. What happens when that coal dust is laten on my pasture. My sheep eat that pasture and they have offspring. What's going to happen to them? Okay.

Coal dust sticks to plant life, and that is a fact. You cannot wash coal dust off the mint; period, or any other plant life -- raspberry growers out there and blueberry growers. Okay, think about it. Your livelihood is over, okay, along with mine and everyone else who lives in that area.

Thank you.

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CAROLYN GASTELLUM: Carolyn Gastellum; Skagit County.

I am deeply concerned that the productivity of Skagit farmlands, the viability of our fishing and shellfish industries, and the economic stability of our local businesses, will be adversely impacted by increased coal train traffic that would be required to service the GPT if the export terminal is permitted.

In an extensive cumulative EIS impacts analysis, please study:

Impacts to farmlands from toxins in diesel particulates and fugitive coal dust in Skagit county and in all similar agricultural lands located along the rail lines from Powder River Basin to Cherry Point. What effect will these toxins have on crops and human health over a period of five to 30 years?

Please study negative economic impacts to Skagit businesses and job loss due to daily traffic disruption from coal trains.

Study negative economic impacts to fishing and shellfish growers due to increased ocean acidification from the burning of Powder River Basin coal in Asia, and the resulting additional C02 in the atmosphere. How will the food chain and marine

ecosystems be disrupted and to what extent will this affect human food sources over the life of the project?

How will the livability and economic stability of all Skagit communities be impacted by noise, delay of emergency responders, and deflated property values due to increased coal train traffic?

How will vibrations and high axle loads affect historic buildings in the downtown Mount Vernon Historic District and all similar historic buildings along the rail corridor? What kind of damage could result from coal train vibrations? Who would pay to repair damage and strengthen historic buildings that are an integral part of Mount Vernon's vibrancy and character?

Study the increases in toxins from burning 48 million tons of coal or more per year that might be exported from Cherry Point and how those toxins will affect the soils, water, oceans, and human health in the Pacific Northwest over the life of the project.

Thank you.

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ED GASTELLUM: Good evening. I'm Ed Gastellum from Skagit County.

Thank you for the opportunity to speak

today.

I'm concerned that the EIS is limited to the Cherry Point Terminal as it stands today, but the impacts are far wider than just this location.

A study done by the Harvard Medical School in 2011 looked at the hidden cost of coal production and determined that cost to be $345-$500 billion, cost to us. They looked at the life cycle of coal tracking the multiple human, health, and environmental impacts from mining to transportation to combustion in coal power plants and the resultant waste stream.

What we don't know is what additional effect mining, transportation, shipping, and burning 48 billion tons of coal from the Powder River Basin in China will have on the Pacific Northwest.

Please study what the additional hidden costs will be to the residents of the Pacific Northwest.

Please study what the additional cumulative diesel emissions will have on our health; including cancer, lung diseases, asthma, and allergies to residents of the 121 communities that will be affected by this project along the haul route.

Please study what the cumulative impacts the noise, including the horn blowing, will have on the

cognitive development of our youth in the 121 communities affected by the coal terminal project and coal hauling.

Please do an economic comparison of jobs created by the GPT project versus the negative economic impacts, including job loss, in Bellingham and in the 121 communities along the haul route that would be affected by this project.

Thank you.

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JULIA ORLOFF: Thank you. Thank you for your presence today; I appreciate it.

My name is Julia Orloff.

I am Aleut, Alaskan Native, born and raised in Whatcom County. I am a senior at Northwest Indian College, on the Lummi Reservation, pursuing my bachelor's in Native Environmental Science. I left my job at Intalco to work at BP, which I left to go back to school. I left a promising job as an electrician. So I'm scraping to make ends meet, but I feel that this is important.

My request to you is to consider the impact this project will have on the culture and identity of the Lummi people, and of all native communities along the shipping routes. I also ask you to use not only

western science, but native science in your fact finding work.

By native science, I mean simply the traditional knowledge and values held by tribal people.

I assume the EIS will utilize best available science.

To do so, native science must be included. I ask you to acknowledge that science is culturally relative.

It is estimated that the coal will impact 22 culturally distinct native communities.

To be just, you must respect the identity of each of these communities by utilizing the following native science tenets as follows:

You must acknowledge that native science integrates a spiritual connection.

And that humanity has an important role in the perpetuation of the natural processes of the world.

Acknowledge in native science everything is animate and has spirit.

And that there is significance to each natural place, because each place reflects the whole order of nature.

In our science, history of relationship must be respected with regard to places, plants, animals, and natural phenomena.

And above all, our Elders are relied upon as the keepers of essential knowledge.

With respect to Lummi's identity, there are no mitigating factors.

I see no alternatives, other than no terminal.

Thank you.

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NATALIE CHAVEZ: My name is Natalie Chavez.

My background is in social work for approximately 13 years.

I am also a world traveler and have traveled to over 15 countries, one of which was Shanghai, China, in 1993.

I consider myself a global citizen and take that role seriously.

I am also a mother. My daughter has had specially treated drinking water since she was born and most of those in our immediate community also drink tap water that is treated by filters, reverse osmosis, or by other means.

My daughter knows that we live in a polluted

world and knows that even organic food is not 100 percent pure because the soil, air, and water is polluted.

I am not up here to talk about the detrimental acoustics, air quality, cultural and ecological impacts that would occur as a result of this project, nor about the decrease in property values, rental impacts, decreased tourism, or extra traffic. Those things have already been stated many times.

For the panel I've printed off nearly 200 companies who are researching and developing a wide range of fuel and energy alternatives. This information is from Crystal Equity Research, an alternative energy researcher based in New York.

I've also printed off an article from Next Energy News, September 2012. It states that the U.S. Department of Commerce's Economic Development Administration awarded a $750,000 grant to the Next Energy Center in Detroit a couple months ago to help establish an Advanced Energy Innovation Center in southeast Michigan. That grant is expected to help create approximately 250 new positions.

We need more centers that encourage energy innovation research and development so that companies

will be able to test and refine the technologies that will be the foundation of our energy infrastructure in the future.

I've also printed off an article from September 2007 about a British inventor who created a electromagnetic drive motor which he believes will replace the combustion engine with the crank shaft powered by magnets instead of combustion.

I also request that the panel view the investigative documentary titled "Poisoned Waters" that was on Frontline in April 2009.

I also request that the panel view the documentary "March Point" that was created by teenagers of the Swinomish Tribe.

In 2011, the Volkswagen's People's Car project in China began and three concepts were created from input, one of which was a Hover car, a zero emissions two-seater that hovers over electromagnetic road networks.

We need to continue to move forward and wake up and create space to reach our highest creative potential and to create space for the children to reach their highest creative potential.

Imagine a world with cars running on water; wingless electromagnetic vehicles, crystal technology,

solar batteries, photo batteries --

Thank you.

oo-OO-oo

DAVID HOPKINSON: David Hopkinson. I live in Bellingham.

I think we need to know what is the true number of permanent jobs that will go to local workers at Cherry Point. I'm talking about operational jobs, permanent jobs, not construction jobs, not corporate jobs, not related support jobs, such as working on the rail line.

Why is it so hard to try to pin down? This is not rocket surgery.

We need to know just because we need to be able to compare the dollar benefit of new jobs to the dollar costs of damage that are due to the terminal. We need to know what we stand to gain and what we stand to lose. How can we support this project without knowing that.

I would like for you to use your imagination for a moment. If you knew that terrorists were planning to spread toxic dust nearby, you'd want to put a stop to that; wouldn't you? Imagine toxic dust being spread by terrorists every day. Even if it was slow to take effect, that would be an atrocity;

wouldn't it?

If coal dust cannot be contained, and you've already heard that it can't be, then spreading coal dust around is an act of terrorism, and the terminal at Cherry Point is an atrocity.

If that sounds like an exaggeration, perhaps you don't appreciate how many people are terrified by this proposal. That's the meaning of terrorism; people are afraid and they feel helpless.

I think it's time to stop.

oo-OO-oo

ELIZABETH HINES: Hi. My name is Elizabeth Hines. I live in Bellingham, Washington.

And as a mixed breed southern Cherokee tribal member, I stand in solidarity with our Lummi people and all the Indian nations in this area; and this project is illegal. You cannot do this to these people. Enough is enough. And our Native American or First Nations people have had it. So I think the project should come to a stop tonight and right now.

Now, secondarily I would just like to say that I don't usually dress this way, but a coal train passed my house recently and this is what it looks like to have a coal train going by.

Now, I agree with most of what everybody

said tonight, especially the people in red. I understand the people in green want jobs, but it is a deal with the devil. So I want you to think about that.

This is one world and we're one people and you cannot cash in money and kill our environment and kill our world. Okay. We all want jobs, but please, people, think this over. There is a price to pay for this.

Besides looking like this and showing you what coal train dust looks like, I would also like you to hear what it sounds like. I live at Boulevard Street and we have two crossings down below our house. And this is what we listen to now; every day, every night. Now it's going to get a lot worse, but this is just what I want you to hear for now.

I could go on and on, but I'll spare you.

oo-OO-oo

JAMES WELLS: James Wells; from Whatcom County.

To decide what's in the scope, you all have to assemble a number of divergent things. You have permit applications, statement of purpose, your laws and regulations, and all the concerns that have been raised by many.

There is also another extremely important element to consider, and that's the purpose and charter of your agencies, because the regulations are just a time specific implementation of that charter and purpose.

And so if you look at Department of Ecology and Planning Development Services, it's explicit, which the purpose is to protect human health and the environment.

Corps of Engineers is part of the Armed Forces of the United States of America whose foremost mission is to protect the United States of America.

So therefore, as you look through all of these considerations, I encourage you not to be stopped or blinded or limited by edge effects, but in fact consider the entirety of actual reality.

We've done a lot of these scoping workshops, and one of the most shocking things we tell people is if it's not in scope, then it doesn't even exist for all practical permitting and decision making purposes. And people are amazed that there could be an official reality to make a decision that's incomplete and wrong and at odds with actual reality.

So successful government, protective government, government that is great is that which

adapts and grows to meet the actual reality of them all.

And a specific example. When you consider greenhouse gases combusted in China, the fact that it is combusted in China is merely an edge effect. The United States federal government has recognized CO2 greenhouse gasses as pollutants that need to be regulated. And if we provide that it is in our jurisdiction, especially if you consider actual reality.

So many people have considered their specific concerns, and I hope we've done a great job teaching how to provide their particular concerns, but if there are notes and measures the symphony is protect us.

oo-OO-oo

ERIC TREMBLAY: Eric Tremblay. I'm from Coupeville on Whidbey Island. I'm a native of Washington.

And I wanted to address a couple of points. And I'm also a machinist.

I wanted to kind of speak out for the people that couldn't make any of these meetings; places like north Snohomish county, Arlington, Marysville, South Sound. These places are far from any of the scoping

hearings and they didn't really get to weigh in. And I think a lot of opponents would have come to the scoping meetings if there had been more of them in their locations.

I also wanted to talk about where I live. I live in a passive solar heated home. It's in a very low lying area. Across the street is a salt marsh.

And I was driving up here today and they were talking about how the estimates for sea level rise have increased 60 percent from just a couple of years ago, and saying that the sea level would rise probably two to three feet by the end of the century.

Well, that would make my house, which is half a mile from the beach, a beachfront property. And I am not eager to see this.

I think we need to look at all the coal ports in their entirety and do a programmatic review of all of them. A piecemeal review doesn't look at the enormity of this enormous volume of exports.

oo-OO-oo

KATRINA DANK: Hi. My name is I'm Katrina Dank.

I'm a 14 year old freshman at Sehome High School.

This year in our biology class we are

reading the book Silent Spring by Rachel Carson. It is a story that changed America.

Around the 1960s we were poisoning our world with chemicals, the main criminal being DDT, which killed more than just the bugs it was targeting.

Neighborhoods were sprayed, as well as all the fields in the hope to reduce insect damage to crops and have a greater profit. The end result was children dying, birds dropping from the skies, and a blighted spring.

There was no way to escape the contaminated air.

If the coal trains pass through Bellingham, can you ensure that with each breath I take that I won't be exposing myself to harmful chemicals from the coal dust and diesel emissions?

Will my basic right to my health be safe?

I am not allowed to trespass on your train tracks, so how do you have any right to trespass on my body with your chemicals?

Why is it okay now to ruin our air quality and hurt the environment for profit now if it wasn't then?

As George Santayana once said, "Those who fail to learn the lessons of history are doomed to

repeat them."

Thank you.

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LIANA PHILLIPS: Hi. My name is Liana Phillips.

I am a freshman at Sehome High School. I really enjoy running and was on the Sehome cross-country team in the fall, so one of the issues that concerns me most about the proposed coal terminal is the impact it might have on our air.

The toll the coal terminal could have on our air would not only affect me when I run, but also my friends, family, Bellingham community, and ultimately the whole world.

If we don't want the coal burnt here, I don't understand why we would want it burnt overseas in China. We all live on the same earth and breathe the same air. If the coal gets burnt, it doesn't matter who burns it, we will all have no choice but to breathe in the emissions. Especially because of the way the trade winds work, the pollution from China's coal would come right back over the Pacific Ocean to the west coast.

The other thing we would be breathing in are the tiny particles that can cause heart disease and

cancer; too small to see, so small even that they lodge in our lungs and never come out. These particles are called diesel particulates and would be generated by the coal trains entering the proposed terminal and the enormous tankers leaving it, all of which run on diesel.

I am asking for the EIS to include an investigation on the impact of having diesel particulates and coal emissions in the air that the whole world breathes, you and I breathe, and the children of our community breathe.

Thank you for giving me this opportunity to speak and for listening to someone from the next generation of Whatcom County residents.

oo-OO-oo

JAN DANK: Good evening. My name is Jan Dank.

I'm a physician in Whatcom County. I'm one of 205 physicians who have asked that as physicians and professionals that a full impact of the rail traffic, ship traffic, and building the coal port would have on our community and the community of Washington State.

We have four areas of concern that will be addressed in great detail in the scoping comments we

will submit in writing. They include impact of EMS delay at rail crossings, it includes the diesel particulate matter that was just mentioned, it includes coal dust, and it includes the impact of noise.

We have not taken a formal stand for or against the project. We simply want to know the facts of the health. And we want to make sure that this is done in a way that respects the science that we as physicians would take seriously. So we wish for a very full health impact assessment to be done as part of this project.

I would like to make a personal comment about health impact that I think has relevance here in Ferndale, and that is that of carry-back coal. I hear a lot about coal dust being blown off the stacks of coal, but the proponents of this project have said that the coal dust is a near mine impact. And I actually there is some sense to that, in that more dust is going to come off the trains nearer to the mine, but we may be a near mine site because the coal dust will come off the cars. And it's not going to be washed clean, it's going to be frozen to them.

And I'd like to make sure that the studies are done of not just the coal dust that comes from the

mines, but the coal dust that goes away, and whether or not if coal dust is a near mine issue, we're near mine with a coal dump here.

oo-OO-oo

SUZANNE RAVET: Suzanne Ravet. I live in Birch Bay.

I intended to speak here -- (inaudible) -- my ten year old daughter.

I have checked my facts. Thank you for your check your fact.

This is a fact. On April 12 this is what happened at the Westshore Terminal. This is where I live. If you think I'm fearmongering; I'm stinking afraid. This is real. This is where I live. This is where my family is going to get this, people.

And so I'll let my daughter speak. I am afraid.

oo-OO-oo

EMILY CARSTEN: My name is Emily.

I'm ten years old. I live in Birch Bay.

And I'm worried about how the coal train and train noise will affect kids in school. And I'm worried about people's health because coal and diesel particulates are toxic.

Please study these for the kids. We need a

healthy future.

oo-OO-oo

WOMAN SPEAKER: I greet you all. I'm an American white woman with Iroquois Nation heritage living in the Whatcom lands over 20 years.

I give thanks to Creator and to First Nation peoples for these lands and waters that nourish us. Ishkamon.

I give thanks to Salish sea waters gifting us herring, salmon, eagles, coopers, seal, orca whales, human beings, and gifts of future unborn children of God.

All people have an inherent creator given right to exist, a right to work, a right to reproduce and to grow food with our own hands from our own lands and the waters.

Fellow scientists, let us be ethical in our accounting methods. When money is exchanged, let us assign dollars to the lives and resources freely given to us by Creator. Show us accurate qualitative dollar amounts of the port proposal both short-term and unto seven by seven generations.

Include the wisdom of ecologists and economics who can design quantitative value to life forms on our lands and on waters. Include a dollar

analysis for work done without pay by these life resources. Write down the baseline dollar per hour value of earth life resources that exist in our community now. Then multiply this value unto seven by seven generations.

I request you study and count the value of leaving the coal in the ground. Please assign an ecological and economical value to the hourly work done by the coal being left in the ground. Do scientific analysis of unburned coal.

Thank you.

oo-OO-oo

DEBRA GOLDMAN: My name is Debra Goldman. I live in Whatcom County.

I am here before you today speaking as a mother. I want to ask you to consider what we should tell our children if we permit this coal terminal.

Consider this.

International health organizations and leaders are expressing to our children in consensus that they must prepare themselves for an uncertain climate future and that the burning and mining of fossil fuels directly contributes to climate change, and if not stopped is likely to lead to devastating impacts to all life on this planet.

Furthermore, our children are watching as we phase out burning coal in the United States in defense of our communities and environmental health.

We instill in our children that we as a nation stand for the protection of human rights, yet we are discussing the possibility of permitting a coal terminal that will ship an outdated resource to China to burn and pollute a nation and her people, as well as this polluting our own community here at home.

I ask that you study what will be the psychological affect on our children's trust in us, both parents and elected officials, if we continue and permit this coal terminal.

Thank you.

oo-OO-oo

GARY COYE: My name is Gary Coye from Whatcom County.

I've been puzzled here lately because I hear a lot of talk about the number of coal trains that have been coming through here forever and ever. And I was puzzled because I or none of my friends remember seeing a coal train until maybe a couple of years ago.

So I went and did a little investigating. And community-wise Bellingham, which I'm not affiliated with, has put out some pretty good reports,

and one of them is an economic report. And on page 18 of this economic report is a graph and it is Tons of Coal Exported by Seattle Customs District 1995 to 2011.

I know you can't see it in the back of the room or here, but basically it's a line that's straight across from 1995 until about 2010. And for the most part it's sitting down right near zero.

So I did some rough calculations and said, well, it works out to about one coal train a year at the bottom of that graph. There are a couple of bumps around 1995, another one around 2010; that might be one coal train a month.

Now, at the end of this graph it gets up pretty high, and it's coming up three or four inches and that's the coal trains we're seeing now.

But at full build out, the coal trains, at 48 million metric tons a year, are going to hugely increase from what they are right now.

I want the Environmental Impact Statement to state clearly what the coal train traffic has been for the last 20 years through this area. I want to know what its projected routes are for the next 20 years, and how much they anticipate, because I want -- if the coal trains are going empty a different direction

they're going full, I want them to know about it so ACME doesn't get the coal trains.

oo-OO-oo

JOHN SCHICK: My name is John Schick. And I live in Bellingham.

And I brought with me a copy of yesterday's Seattle Times. Christine Gregoire urges action now to tackle acidity in waters.

Above all the State must push for regional, national, and international policies to reduce carbon dioxide emissions that threaten marine life, including the multi-million dollar shellfish industry.

What a timely article for us to have as we debate this proposed terminal.

I would ask that you include the scope in the Environmental Impact Statement of increased acidification of coastal waters due to activity at the proposed Cherry Point Terminal.

The significance of the impact is stated right here in the article, and I quote, particularly hard hit by rising acidity are creatures that rely on calcium carbonate to build shells or other bodily structures, everything from clams to mussels to many fish.

Should the proposed Gateway Terminal be

built, its impact on increased ocean acidification is foreseeable due to the very nature of its purpose. Activities at the proposed terminal at Cherry Point would include fugitive coal dust from the coal pile, 80 acre coal pile, and ship loading, as well as nitrogen and sulfur oxide emissions from the coal trains, which have been linked to acid rain.

Coal ships emit large quantities of pollutants from burning bunker fuel, one of the dirtiest fuels anywhere. And lest we forget, the purpose of shipping the coal is so that it can be burned, which in itself leads to the acidification of the oceans.

I would urge you to focus on the no action alternative because any and all actions and activity associated with this project fly in the face of the State's blue ribbon panel on ocean acidification and what needs to be done to understand and stop it.

Thank you.

oo-OO-oo

JILL MacINTYRE WITT: My name is Jill MacIntyre Witt; a lifelong resident of planet earth and I happen to live in Bellingham right now.

Yesterday's paper -- I don't have to speak to the article about ocean acidity because the man

before me just did.

It's interesting that both the acidity article and the support for coal exports are the same in length, but the headline was with the photo for the coal exports. That's interesting because they also run full page ads and the paper needs to, you know, support the people that are printing ads; I think that's how it all works.

But anyway, that's not what I came up here to say. I got off track.

I want to say that I'm really disappointed that all the green shirts didn't stay -- (inaudible). So more importantly, I want to say I'm so thankful for every single person in here that's wearing a green shirt.

I wasn't planning to speak today because I spoke in Bellingham, but I'm speaking today to let all the green shirts know that I want to have a conversation with you about climate change.

I'm a certified presenter for climate change. And you can look up that on climaterealityproject.org. Ask for the nearest presenter. I want to come to talk with your friends, your neighbors, in your living rooms. This issue is so important I could cry my eyes out, but I'm going to

try not to cry. This is a time of transformation, a time to move off of dirty coal.

I'm going to ask that you guys please listen to what people are saying about climate change and do a cumulative study.

I was in Bellingham, I'm speaker 84, and I would have to say a third of the comments, a third to a half of the comments in Bellingham in the gym were in relation to sudden climate change. If you do not have that in the EIS, you are making a morally wrong decision. I don't know what else to say there.

Thank you.

oo-OO-oo

MICHAEL BOTWIN: Thank you. My name is Michael Botwin.

I live in Bellingham and have for ten years. I wasn't planning to speak today. In my former life I was a prosecutor for the California Attorney General's office. But during a recess I heard information that was rather disturbing.

Sitting in the audience I thought it was rather curious that the first 63 speakers were proponents of the project. And one woman, I think she was number 96, said she was here since noon waiting to speak.

What I heard is that SSA actually paid people to stand in line from the early hours in order to basically hijack the hearing so that this committee will not, I assume, have equal opportunity to hear from the general public.

I don't know the veracity of these claims, but I thought I should call it to your attention. I hope you would investigate. And if in fact these allegations are true, and if in fact the applicant for the permit is trying to obstruct the hearing process by stacking the cards and denying access to the general public, I would hope that if you find this true that you would remedy this, what I consider a complete injustice and perversion of the public hearing process, and cure it by having yet additional opportunity for the general public to comment on this project in a fair and equitable manner.

Thank you.

(End of GPT Ferndale scoping comments.)

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) ss.
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I, the undersigned Washington Certified Court Reporter, do hereby certify:

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

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

Signed this 10th day of December, 2012.

_____

Brenda Steinman
Washington Certified Court Reporter
CCR No. 2717

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