

10-25-16

Thank you Army Corps of Engineers for giving me the opportunity to speak today. My name is Rick Marshall and I'm from Camas WA, one of the upstream rail communities that will be negatively impacted by this coal terminal proposal. In Camas, I work as a real estate developer and investor.

I strongly encourage the Army Corp to please consider the negative impacts of increased coal train traffic on rail communities. I'm sure other speakers will detail many of those negative impacts to our health, our local economies, and near rail property values so I won't repeat them. Instead, let me offer a quick analysis of the business viability of this project.

Coal is a declining industry and the demand for coal shows no sign of rebounding. Coal is our least efficient and most polluting energy source. The overwhelming scientific consensus is that we must leave the vast majority of coal reserves in the ground in order to have a chance at a continued habitable planet. This isn't opinion, or conspiracy, but carefully accumulated scientific knowledge that has stood up to vigorous scrutiny.

The market has weighed in and the dim future for coal is reflected in the depressed price for coal both domestically and internationally (as well as my poor investment in TransAlta stock). But even at lower prices, coal can't compete with the rapidly dropping costs for new clean renewable sources of power such as wind and solar. Additionally, wind, solar and conservation can be added to a grid incrementally and are much less risky than new large power plants. No new coal power plants are being built in the US and we are rapidly decommissioning existing plants because the economics don't make sense.

It is only a matter of time before overseas markets embrace this same brutal economic logic. China may still be building coal plants but this is a function of a distorted market with questionable ownership and control, and it is hard to envision a scenario where China's growing middle class will continue to accept hazardous levels of pollution or China's inability to meet a highly visible international commitment. With this in mind, I caution any local decision makers to support this highly risky terminal proposal. The proposed site is valuable and very desirable property. I suggest putting it to better use. Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read "Rick Marshall". The signature is fluid and cursive, written in a professional style.

Rick Marshall
521 NE 17th Ave
Camas, WA 98607
360-609-5462
camasrick@gmail.com