

1 MILLENNIUM BULK TERMINALS - LONGVIEW  
2 SEPA DRAFT ENVIRONMENTAL IMPACT STATEMENT  
3 PUBLIC MEETING - QUIET ROOM  
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10 June 2, 2016

11 5:00 p.m. - 9:00 p.m.

12 TRAC Center

13 6600 Burden Boulevard

14 Pasco, WA 99301  
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24 Cindy Smith, CSR

25 Court Reporter

1           SPEAKER 1: My name is John Sherman, and I am  
2 the general manager for Tidewater Terminals Company in  
3 Pasco, Washington. I am here today to express  
4 Tidewater's support for the proposed Millennium Bulk  
5 Terminal export facility in Longview that is currently  
6 undergoing environmental review.

7           Tidewater is a marine transportation and  
8 terminal company based in Washington state. Tidewater  
9 has been in business since 1932, employes  
10 approximately 300 people, operates a fleet of 18  
11 tugboats, 170 barges, and five marine terminals on the  
12 Columbia and Snake River system including a terminal  
13 located in Pasco, Washington.

14           Tidewater is committed to environmental  
15 stewardship in the Pacific Northwest and its  
16 waterways. That being said, we have reviewed the  
17 Draft Environmental Impact Statement, otherwise known  
18 as DEIS, and support the conclusion that the  
19 Millennium Bulk Terminal can be constructed and  
20 operated in a safe and environmentally responsible  
21 manner.

22           We did not identify major cumulative impacts  
23 from the project. Most impacts noted in the DEIS are  
24 either negligible or minor and can be mitigated. The  
25 few potential major impacts have very low probability

1 of occurring and planning, preventions, response, and  
2 mitigation activities can reduce or eliminate impacts.

3 We also wanted to provide the following  
4 information that is not included in the DEIS under  
5 Chapter 5, Section 5.4.3.1, vessel transportation,  
6 information sources. We find no record either in this  
7 section or anywhere else in the DEIS that mentions  
8 that the Columbia River towing operators such as  
9 Tidewater were directly contacted to collect vessel  
10 transportation information.

11 We suggest contacting Tidewater and other  
12 towing operators mentioned in the DEIS due to the fact  
13 that they have been safely operating on the Columbia  
14 River for many years. Furthermore, our industry's  
15 incident statistics and safety record shows that the  
16 towing industry in Washington has one of the best  
17 programs for moving commodities in the nation.

18 We now want to comment on the economic  
19 impacts of the Millennium Bulk Terminal project.  
20 Tidewater is one of the many companies that account  
21 for nearly 40 percent of all Washington jobs that are  
22 tied to trade-related activity. And with our state's  
23 economy tied so closely to trade it is worth noting  
24 that nearly 90 percent of Washington exports come from  
25 small to medium size business with less than 500

1 employees such as Tidewater.

2 With growing demand for U.S. domestic goods  
3 in the global market, the Millennium Bulk Terminal  
4 project represents an infrastructure opportunity in  
5 which Washington businesses and workers across the  
6 state will significantly benefit.

7 In fact, the Millennium Bulk Terminal will  
8 positively impact Washington for years to come.  
9 Almost immediately the project will create as many as  
10 2,650 direct and indirect jobs during construction  
11 with a total of 300 full-time direct and indirect jobs  
12 generated once completed.

13 Additionally, the tax revenues from the  
14 project, both during construction and then ongoing  
15 during its operations, will support projects and  
16 services for the State's citizens. But with trade  
17 expected to grow across the state and certainly along  
18 the Columbia River, securing new privately-funded  
19 investments today will ensure long term improvements  
20 to our trade related infrastructure, which is  
21 essential to the well-being of jobs in Washington and  
22 throughout the Pacific Northwest.

23 In conclusion, the proposed Millennium Bulk  
24 Terminal project offers an opportunity to expand our  
25 ports, ensure that jobs are created and preserved,

1 stimulate growth in the local and regional economy and  
2 provide our state with a world class project that will  
3 ensure environmental standards are maintained. Higher  
4 standard of living and long term security for the  
5 families of Washington are sure to accompany this  
6 project.

7 Thank you for your consideration and the  
8 opportunity to comment on this important matter.

9 SPEAKER 2: I sat down with the BNSF  
10 estimates for particulates which was 500 pounds in 400  
11 miles. And I know that those miles probably vary and  
12 in the amount of particulate. I understand that. But  
13 I fear that if it's 500 pounds in 400 miles, then it's  
14 1500 pounds in 1200 miles to come from Powder River  
15 Basin to Longview. That's a lot of pounds.

16 It doesn't sound like much to begin with, but  
17 one car losing 500 -- 1500 pounds of particulate  
18 across the whole distance, that's three quarters of a  
19 ton of particulate. Particulates aren't very big.  
20 That's little stuff. So that's going to spread over a  
21 lot of space.

22 So if that's one coal car, think of what 16  
23 trains for a week would be. That is 12,600 tons of  
24 lost particulate over the 1500 miles. And that is a  
25 lot of tons. If you divide it into how many tons per

1 mile, that's ten tons in one week. Ten tons and a  
2 half. That's 25,000 pounds. That's a lot of  
3 particulates. And that's every mile if it was all  
4 equal. Probably it's not all equal but some are  
5 getting more than that, some may be getting less in  
6 some areas.

7           There's a man named Jaffee who works at the  
8 University of Washington, is a professor at the  
9 University of Washington, who did a study last year.  
10 And he says that it shows that the quantity of diesel  
11 gas, and the diesel particulates, and the gas that  
12 comes from diesel, and the coal particulates are  
13 roughly equal amounts. So double that 10.5 tons in  
14 one week. That's 21 tons -- 21 tons of particulate.

15           Diesel and coal combined going -- in a one  
16 mile stretch. Now, I'm not stupid and I understand  
17 those miles are spread out over a lot of places and  
18 some will get a lot and some will get a little and  
19 some won't get any. But in general that's how much is  
20 coming every mile on the average across the corridor  
21 of 1200 miles. A little slender corridor. That's a  
22 lot of abuse going in a very slender space.

23           Just the trash, just the waste that's coming  
24 down on us. If we happen to live in the places where  
25 it's coming down harder, we're in real trouble,

1 terrible trouble. But I say that 21 tons of  
2 particulate in one week is a hell of a lot. It  
3 worries me. And when you take it -- if they continue  
4 for 20 years, would you care to guess what the  
5 particulate would be? In one mile, every mile, it  
6 would be 10,920 doubled because that's just -- I'm  
7 just talking about coal particulate here. But the  
8 diesel is equal in amount. So between the two, it's  
9 like almost 22,000 tons. And it's frightening. In  
10 one mile.

11           And they talk about -- people aren't thinking  
12 about cumulative damage. But that's cumulative  
13 damage. I'm 82. Twenty years seems like nothing.  
14 It's a very short time. And I fully believe if these  
15 trains get to going there will be no stopping them and  
16 they will go more than 20 years as long as there's a  
17 drop of coal to be shipped off somewhere that somebody  
18 will use.

19           It frightens me it can accumulate on top of  
20 us. And the degradation to the property, the  
21 degradation to our lives. These are our lives. These  
22 are places that we always thought this is my own clean  
23 beautiful spot. It won't be a clean beautiful spot.

24           And there's one other piece of this. While  
25 all of this is accumulating we get hellish winds today

1 is a good demonstration. And those winds are going to  
2 pick up very small microscopic stuff and blow it this  
3 way and blow it that way. It's going to be all over  
4 the place. And it's going to get used and reused all  
5 over the place.

6 And I feel the same is true with the diesel.  
7 They're equally dangerous. They are all extremely  
8 dangerous to health. And basically I'm worried to  
9 heck about the climate. But I see this as here and  
10 now. And it's endangering my grandson's. He grows  
11 potatoes. And every farm.

12 Thank you.

13 SPEAKER 3: My name is Scott Smith, and I'm a  
14 small business owner. I live in Richland. And there  
15 is no way that this project would have any impact on  
16 my business. But I'm still strongly in favor of it.  
17 Not just because of the jobs and the tax benefits to  
18 the local communities where the new port will be and  
19 to the state, but also because America needs to have  
20 more exports.

21 America needs, specifically in the  
22 Pacific region, to have more influence and to better  
23 our trade balances. And this will help achieve all of  
24 that, and not just from an economic perspective, but I  
25 also think in a diplomatic and strategic prospective.

1 This is a big win for America, and I'm strongly in  
2 favor of it.

3 Thank you.

4 SPEAKER 4: I'm Lynn Bleazard from Pasco. I  
5 came here not knowing what was going on with this.  
6 But as I listened, it sounds like to me that they  
7 ought to go forward with this project because the  
8 environment would improve by burning cleaner coal from  
9 the United States rather than from foreign countries  
10 where they're getting their dirty coal. And that's my  
11 statement.

12 SPEAKER 5: I'm Matthew Tomaskin from Yakama  
13 Nation. So, I'm here today on behalf the Yakama  
14 Nation because this proposed terminal and proposed  
15 transportation through the Columbia River, even where  
16 we sit today we're on ancestral lands of the Yakama  
17 Nation. So this proposed terminal is going to  
18 infringe upon our treaty rights.

19 We have rights to harvest up to 50  
20 percent of the salmon on the Columbia River. And  
21 that's from a case that was brought on by the U.S.  
22 Government by the Yakama Nation. So with these coal  
23 trains, it's going to create a lot of dust.

24 I have friends, relatives, families that live  
25 along the river. And they're already reporting that

1 these trains are leaving -- you know, you can go to  
2 work or go inside your house and you come out and you  
3 can wipe your hand and there's visible dust you can  
4 see on their hands.

5 And it's detrimental because the cycle of the  
6 salmon is very unique, you know. There's some  
7 hatcheries that we have. We raise them and they get  
8 about three inches long and then they are released and  
9 go out to the ocean for three, four, five years and  
10 then they return.

11 And those that return to the wild spawn  
12 naturally. And then after about three months, the  
13 little guys -- again, if they spawn wild go out into  
14 the ocean and start the cycle over again. But what  
15 happens with this dust, is it becomes -- it's a  
16 pollutant in the water. And it affects not only the  
17 adults, but it attacks the salmonids that go out.  
18 Because, you know, it's going to affect them.

19 And it's going to do some very --  
20 irreparable harm. So we're already dealing with these  
21 hydroelectric dams that are there, because some of  
22 them were built without fish ladders. Some were built  
23 without proper screens or what have you to keep the  
24 little guys from getting chewed up in the turbines.

25 So I hear that this is going to create

1 jobs, this is going to create taxes but yet it's not  
2 explained to me how is this going to turn around and  
3 protect and save the environment. So the proposal  
4 itself is very detrimental because number one, it's  
5 crossing the ancestral lands of the Yakama Nation.

6 Number two, it's going to go along the main  
7 stem Columbia River and I saw some of it there's a  
8 loop that it's going to cross into even Yakima and  
9 loop and come next to our reservation -- actually on  
10 our reservation. I live three quarters of a mile from  
11 where those tracks are -- where they're going to make  
12 this big loop.

13 They're going to drop their load and make  
14 a big loop through Yakima. So that's something we  
15 find is very detrimental. You know, that big loop  
16 starting from here going all the way down to Longview,  
17 crossing up and then coming back around this way. You  
18 know, I don't see them washing their trains out after  
19 they drop their load. There's going to be residue.  
20 So it's going to travel with them all the way back  
21 to -- with them all the way here.

22 And I also understand these trains are up to  
23 a mile long. And, you know, we deal with this problem  
24 in Yakima in the city of Yakima, where they have -- if  
25 they're going to be that long, access from one side of

1 the tracks to the other could be very costly and very  
2 detrimental because we have emergency vehicles that  
3 need to access the other side and that's also on the  
4 reservation.

5 So where we need to cross the roads, if those  
6 trains are going to be there for long periods of time,  
7 you know, how do we get across because it's going to  
8 go through right through, I don't want to say the  
9 middle, but more than part of our reservation. So  
10 this to me -- the Yakama Nation doesn't support this.

11 We had this same proposal in Cherry Point up  
12 near Bellingham and that was defeated a couple of  
13 weeks ago. So we would like to see this defeated and  
14 one of the main points that we have is that no  
15 consultation. You know, this company, or whoever, the  
16 Department of Ecology didn't come and sit down with  
17 the Yakama Nation and discuss with us, you know, what  
18 may happen, you know, in terms of what's going to  
19 happen or, you know, what may happen in the future.

20 And I just heard that the company itself is  
21 bankrupt, the coal company is bankrupt. So I came  
22 tonight to speak on behalf of those that can't speak.  
23 I came to speak for the salmon, the adults and the  
24 juveniles. I came to speak for the eagles, for the  
25 birds, for the frogs. I came to speak for all

1 wildlife because this is going to affect them.

2 And this is something that is not only  
3 detrimental to our people -- because we harvest the  
4 salmon, we harvest the game, and we harvest some of  
5 the birds. But this contamination they're going to  
6 receive from this coal is going to affect us.

7 So it's something that we oppose not on  
8 behalf of the people, or behalf of the jobs, or behalf  
9 of the tax base that's created. It's just on behalf  
10 of life itself as a whole. Because there's some  
11 tribes in the country throughout the country they talk  
12 about seven generations.

13 We're here to protect for seven generations  
14 yet to come. But in the Yakama belief, it is for  
15 those yet unborn. We're here to protect and preserve  
16 what we have for those yet unborn, you know, great  
17 grandkids, great, great grandkids. Our grandchildren  
18 that are not here. That's what we're here to protect.  
19 Something sustainable for them. If it's destroyed  
20 whether something like this, a proposal like this.

21 You know, very young I was taught that  
22 dollars are just dollars whether it's tax dollars or  
23 payroll, what have you, that's material it comes and  
24 goes. But yet if one of these trains derail along the  
25 Columbia, you know, what is the cost of that? You

1 know especially with the bankrupt company.

2 How are they going to mitigate the cost of  
3 something that may happen in the river, you know?  
4 Because it affects the whole ecosystem, the water, you  
5 know. We see the cycle maybe rain comes down, it  
6 makes rivers and it goes back around and evaporates,  
7 it goes back into the clouds. In that cycle is us,  
8 me, you, humans, also the wildlife, the vegetation.  
9 Plants, animals they are all affected by this.

10 And if something toxic as this, you know, it  
11 affects all of us. You know. We're just a few miles  
12 from this facility that created the atomic bomb. And  
13 the war has been over. President Obama was there  
14 speaking to the people that they dropped the bomb on  
15 but yet we're still dealing with the contamination  
16 that was left behind by them creating this.

17 So we're told as a tribe -- as a Yakama  
18 Nation we're going to mitigate that, that we're going  
19 to take care of this. So instead of doing that what  
20 they're doing is they're taking this magic wand that  
21 the Department of Energy has and wave it over the  
22 land, and they call it clean, and they give it back to  
23 the people here in Tri-Cities.

24 The land's not clean. You know, the Yakama  
25 Nation doesn't want the land clean. We want it up to

1 a level that it's sustainable for those yet unborn,  
2 for the wildlife, for the vegetation, for everything  
3 that's out there that survives on the land. So we're  
4 dealing with the effects of that.

5 So now there's this new toxic -- something  
6 toxic that's going to come and affect you. How do we  
7 tell our kids, our great grandkids, yes, we just stood  
8 by and folded our arms and let them do what they're  
9 doing in the name of the mighty dollar. We can't do  
10 that.

11 We have a treaty. The Yakama Nation has a  
12 treaty, and it's with the United States. It's not  
13 with the Department of Ecology, it's not with the  
14 Tri-Cities, it's not with whoever is proposing this  
15 coal terminal, it's with the federal government.

16 By statute that's there to protect us as a  
17 tribe, as a people, as citizens of the Yakama Nation.  
18 And within that it talks about treaties are the  
19 supreme law of the land within Article 6 of the  
20 Constitution.

21 So it's there that they're violating our  
22 treaty rights. We should have access to the 50  
23 percent of the harvest of the salmon. We should have  
24 access to the game, to the birds, the vegetation. We  
25 still utilize that. We still harvest. Right now it's

1 spring.

2 Our grandmothers, our daughters, our nieces,  
3 our moms, our aunts, they're out there harvesting  
4 roots that we use. We store them. We put them away.  
5 And we do that with our salmon. We take those and we  
6 put those away to take care of ourselves throughout  
7 the year because the salmons come at certain times in  
8 that cycle, the life cycle that they have.

9 The berries come at a certain cycle, the  
10 roots. And we're seeing the effects of climate change  
11 because usually those roots aren't ready until spring.  
12 And now we're seeing that they're -- it's like  
13 February and January we're starting to harvest it  
14 because it's already ready.

15 So, you know, this is something that we feel  
16 is changing the earth and as -- you know, as it moves  
17 forward because we're raping, we're pillaging, we're  
18 taking from the land. But what are we giving back,  
19 you know? Are we giving back the dollar? Are we  
20 giving back taxes? Are we giving back commodities?  
21 What are we giving? We're not giving anything. We're  
22 just taking. And it creates this unbalance.

23 And I even heard tonight that these climate  
24 change naysayers are saying this is good for the  
25 climate. I don't see how because you're burning coal

1 that goes up into the sky and it creates, you know,  
2 this unbalanced ecosystem.

3 It's there for everybody. We all breathe  
4 air. We all drink water in our life. And in the  
5 Yakama Nation water is the key element to our lives.  
6 If we don't have water we can't live. But yet, you  
7 know, this proposal is going to go right next to an  
8 already polluted river from the Hanford Reservation  
9 and now they're going to add more pollutants to that.

10 And that goes out into the Pacific Ocean.  
11 And we hear stories, you know, that the clam beds, you  
12 know, the crabs or what have you, they're getting  
13 radiation. Well, where are they getting it? Right  
14 here just a few miles up the road. So it become  
15 detrimental because that treaty right specifically  
16 identifies that we're able to harvest fish, game,  
17 wildlife, vegetation from our usual and custom areas  
18 and where we're at right now.

19 And, again, I can't stress this enough.  
20 We're in ancestral homelands of the Yakama Nation. We  
21 have stories about this land right here. We have  
22 stories about White Bluff. We have stories about what  
23 we call the Laliik. But it's commonly known as  
24 Rattlesnake Ridge.

25 We have stories about this area, you know,

1 that our elders teach us and talk to us about. And we  
2 have stories that go all the way to the mouth of the  
3 Columbia on out into the Pacific Ocean. So what we're  
4 doing is we're going against -- we have laws, we have  
5 unwritten laws, we have law books, what have you, you  
6 know, that the common person follows but yet we have  
7 these laws that are unwritten given to us by the  
8 creator you're not supposed to do this, you're not  
9 supposed to do that.

10 So that's something that we cherish. And  
11 this goes against those laws because what we're doing  
12 we're taking from the land and we're moving it  
13 somewhere else. And when it's moved it creates this  
14 toxic pollution that we just can't -- that's something  
15 we just can't tolerate. And at what cost? Is it to  
16 take that resource and move it from one place to  
17 another so it can be burned in China?

18 So it can be burned to wherever they're  
19 taking it. You can't put \$1 on it. You can put a  
20 price tag of a billion dollars and that's not going to  
21 be enough.

22 Thank you.

23 (The public meeting-quiet room concluded at  
24 9:00 p.m.)

25

C E R T I F I C A T E

I, Cindy M. Smith, a Certified Court Reporter for Washington, pursuant to RCW 5.28.010 authorized to administer oaths and affirmations in and for the State of Washington, do hereby certify that at said time and place I reported in Stenotype all testimony adduced and other oral proceedings had in the foregoing matter; that thereafter my notes were reduced to typewriting under my direction pursuant to Washington Administrative Code 308-14-135, the transcript preparation format guideline; and that the foregoing transcript, pages 1 to 19, both inclusive, constitutes a full, true and accurate record of all such testimony adduced and oral proceedings had, and of the whole thereof.

Witness my hand and CCR stamp at Vancouver, Washington, this 14th day of June, 2016.

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CINDY SMITH  
 Certified Court Reporter  
 Certificate No. 5118

<hr/> <b>\$</b> <hr/>	<b>50</b> 9:19 15:22	<b>approximately</b> 2:10	<b>bomb</b> 14:12,14
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